

THE SUNDAY TIMES

سنة من الاجل

MUST MAN DIE?

A new theory about how we grow old by SIR MACFARLANE BURNET OM and Nobel scientist 21

NEWS DIGEST

JULY 25 1971

Your anti-Market may be tight

LABOUR Party's National Executive Committee this week to come out against the Market as an official party policy. The vote, to be taken on Monday, is likely to be 16-10, but it could be as close as 14-12, writes James

Following a statement by Mr. Maudling, the party should not enter at all levels, and urging a speech to party loyalists in his East Down constituency last night. "I know there are very many people who want to be actively rather than passively involved in the anti-terrorist campaign. To them my firm advice is—on no account be drawn into any kind of 'private enterprise' activity. This would merely hinder the professionals."

Friday night's statement from Mr. Maudling, the Home Secretary, hailing army searches as "a new phase in the battle against the IRA," was made partly in response to representations from Ulster MPs that what they called "moderate Protestants" were now prepared to take the law into their own hands. The MPs told the Home Secretary that businessmen who feared or had suffered attack on their premises had offered money to "citizens respected in the community," so that forces could be raised "to beat the IRA into the ground." The offers were refused only on the ground that "every man willing" had a gun, and some had two.

A senior colleague of Mr. Maudling was told by one Ulster MP: "Make no mistake about it. If the Ulster Protestants move, the IRA will be shown to be a bunch of amateurs—and God alone knows where it will all end."

Mr. Faulkner's speech showed little confidence that these Protestant anxieties would be allayed for more than a few days, either by Mr. Maudling's statement or by the military moves which it accompanied. He felt it necessary to defend the doctrine of "minimum force" to which the Home Office and the Army resolutely adhere, even though they may have raised its threshold a little. "The use of minimum force," Mr. Faulkner said, "is not a policy which can be changed tomorrow, but the obligation under the law of uniformed men as of civilians. This is not a Hungary or a Czechoslovakia, where the security forces can use any means."

Mr. Maudling is already less than popular among Ulster MPs at Westminster, who regard him as dangerously quietist. They are using a number of methods to try to embarrass Mr. Heath into shifting him from the Home Office, including the threat of withholding their support on the crucial Common Market vote in the autumn.

The private army idea short-circuits the current Unionist demand for a full-time battalion of the part-time Ulster Defence Regiment, which contains several former B-Specials. That demand is still being considered by the Ministry of Defence in London. Failing that, and if Friday's new moves show no appreciable effect, the authorities will have little other option except the internment of suspected terrorists. They are known to regard the co-operation of the Dublin Government as indispensable for that purpose. No moves have yet been made to secure it.

The Army's problems in calming the Catholic population of Londonderry were increased yesterday when one of its lorries knocked down a small boy in the Bogside. He is understood to have been dead on arrival at Aitnagelvin Hospital.

An angry crowd of 100 set fire to the lorry as police tried to move it. Eventually the police gave up their attempt and withdrew under a shower of stones and other missiles.

According to eye-witnesses the lorry skidded and mounted a footpath, where it hit nine-year-old Damien Harkin on his way home from the cinema with another boy. When the soldiers got out of the lorry and boarded two Saracens in the small convoy they were stoned by the crowd, and half-an-hour later when two army Landrovers arrived in the street they came under heavy stone fire.

Police were allowed to investigate without interference, but when they had finished their inquiries, including an inspection of the army lorry, there was a demonstration against them as they were getting into their cars. One police car was stoned and its rear window smashed as it drove off. The crowd converged on three policemen, two uniformed and one in plain clothes, as they were going towards their car.

Members of Derry Citizens' Central Council got the three policemen into a house, while the crowd remained outside shouting threats. Some of the crowd set the army lorry on fire, and five Saracens which arrived in the area a short time afterwards came under attack. As the crowd moved towards the army vehicles the three policemen were able to get away in a car.

MRS Khasa al-Nur Osman, wife of the Sudanese president who was taken off a BOAC VC 10 by the Libyans on Thursday, yesterday made an eleventh hour appeal "to the British Government and people" to save her husband, Lt-Col Babakar al-Nur, from a firing squad.

The Foreign Office, however, having protested strongly to the Libyan Government for taking Lt-Col al-Nur and Major Hamadallah off the BOAC aircraft, yesterday congratulated President Nimeiry of the Sudan, to whom the two officers have been handed over, on escaping from danger. The British Government at the same time appealed to President Nimeiry to show clemency.

Ulster fear of revenge war by Protestants

By Muriel Bowen and John Whale

THE PROSPECT that private armies of Ulster Protestants will seek to take their own vengeance on suspected IRA terrorists has become a real fear in the minds of Ministers in Belfast and London.

Mr. Faulkner, the Northern Ireland Prime Minister, said in a speech to party loyalists in his East Down constituency last night: "I know there are very many people who want to be actively rather than passively involved in the anti-terrorist campaign. To them my firm advice is—on no account be drawn into any kind of 'private enterprise' activity. This would merely hinder the professionals."

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Mrs El Nur yesterday: "It is an international scandal"

Sudan wife urges mercy for husband

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Yesterday afternoon, however, Radio Omdurman, which President Nimeiry now once again controls, announced that three more officers have been shot as a result of the coup which made Lt-Col al-Nur

president of the Sudan for three days. There was still no news of the fate of al-Nur and his prime minister, Major Farouk Hamadallah, beyond the fact that they were reported to have been flown from Libya to Khartoum.

Tearfully, Mrs al-Nur told a Press conference yesterday in London that her husband's kidnapping from the BOAC flight could not be described "as anything less than vicious piracy."

Mrs El Nur, 31-year-old mother of five children, added: "It is an international scandal, and I think it the duty of all people all over the world to exercise the utmost efforts to stop this crime."

Although President El Nimeiry was a friend of her family, she said she had decided not to make a personal appeal to him, "because I believe that public opinion is stronger."

The kidnaps drama, page 11

Concorde 'bent' by American aged 61

By Tony Dawe

THE PILOT who "bent" Britain's Concorde during a test flight last week was 61-year-old Captain Scott Flower, brought out of retirement by Pan American to head their fight research into the supersonic airliner.

He was the oldest man by 12 years to fly a Concorde, six years over the age limit for airlines like BOAC, and he did not even fly himself all the way to the Concorde test—because he is a year over the American limit for commercial piloting.

At present, Flower is at a hide-away address in Florida, writing his report on Concorde.

His take-off was described by a Concorde engineer as the "hairiest I have seen," and after a burst at twice the speed of sound, Captain Flower did an "incredibly tight" 180-degree turn at high speed, subjecting the aircraft to the pressure of 3.3G—nearly three and a half times the pull of gravity. The normal pressure created by an 180-degree test manoeuvre is 2.5G. The extra stress was confirmed by flight recordings.

It was Captain Flower who evaluated the Boeing 747 jumbo jet for Pan Am before retiring last July after 21 years as chief pilot. Pan Am decided his experience was necessary to test the first airliner of the supersonic age.

Mr. Leslie Huchfield, Labour MP for Nuneaton and an aviation specialist, said yesterday: "I am very curious indeed to know what a man of this age was doing flying the Concorde and precisely what flying instructions he was given."

In this case, the British Aircraft Corporation adopted its usual policy of trying to hush up any problems with the aircraft.

But the story was leaked by one of their employees and I understand many feel aggrieved that "an ageing American should come over here and bend our latest technological wonder."

German Greer on THE SMELL SELL 28

COLOUR MAGAZINE

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The Glorious Revolution of 1688 another in the series of history as news

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The El Tor cholera trail may lead to Britain

INSIGHT

FIVE DAYS AGO, as the Spanish Health Ministry was angrily denying the existence of "a single case" of cholera in the country, a Japanese bacteriologist was rushed to Spain from the World Health Organisation's headquarters in Geneva. Within 24 hours he reported the discovery of first-class cholera virus in two remote villages in the North-East province of Zaragoza.

At 2.18 on Thursday afternoon, a terse cable from the Spanish authorities confirmed what the World Health experts already knew. Exactly ten years after it suddenly broke out of a tiny island off Indonesia, the hardy, unpredictable strain of cholera known as El Tor had established a bridgehead in Western Europe.

The surprising thing is that it took so long to arrive. The WHO's bacterial disease unit, tracking the progress of El Tor across three continents, had confidently anticipated its leap from North Africa to the Mediterranean coast a year ago. Two European cases were, in fact, confirmed last summer, one in Cardiff, the other just south of Paris.

There were, beyond doubt, further cases that never came to light. Some would have been incorrectly

diagnosed as severe diarrhoea or dysentery; others were almost certainly concealed by local health authorities, scared stiff of the impact on tourism and the severe dislocation that effective quarantine imposes. Until recently, the WHO would never announce confirmed cholera without the permission of the country concerned. Now, however, it has taken to discreet Press leaks and, with extreme cases, such as Guinea last year, unilateral announcements.

There is every reason to believe that the Spanish outbreak will spread, quite rapidly, to other parts of Europe. And among some of the most experienced cholera specialists there is surprise, to say the least, at breezy assertions by the Ministry of Health that cholera poses no real threat to Britain.

Almost a year ago, Dr Jose Marino, senior bacteriologist at Madrid University's School of Health, warned that El Tor cholera would soon reach Europe. "Britain as well as any other country could have an outbreak," he stressed. "Britain should be ready to impose special sanitary measures at all ports, frontier posts and airports."

In private, many World Health Organisation men fully agree with this assessment. They were badly

shaken by the remarkable circumstances of the one known cholera case in Britain last year. Early in September, a 57-year-old Cardiff man returned from holiday in Tunisia suffering from what seemed like severe diarrhoea. With nothing to go on—there were no reports of the disease in Tunisia—his GP played a hunch and tested for cholera. The tests revealed the first known case of El Tor in Britain. After intensive investigation, the Ministry of Health reported that the man, who subsequently recovered, had not passed on the disease.

Under heavy pressure from the WHO, the Tunisians traced the infection to Jerba; it was the first confirmation that cholera had arrived in that part of North Africa.

THE FIRST IDENTIFICATION of the El Tor strain was made in 1905 by a German pathologist who found traces of puzzling, cholera-type bacteria in the bodies of six Muslim pilgrims (El Tor was a quarantine station outside Mecca). Thirty years later, the same strain suddenly became endemic in Celebes, where most of the inhabitants were Muslims.

For another 25 years El Tor

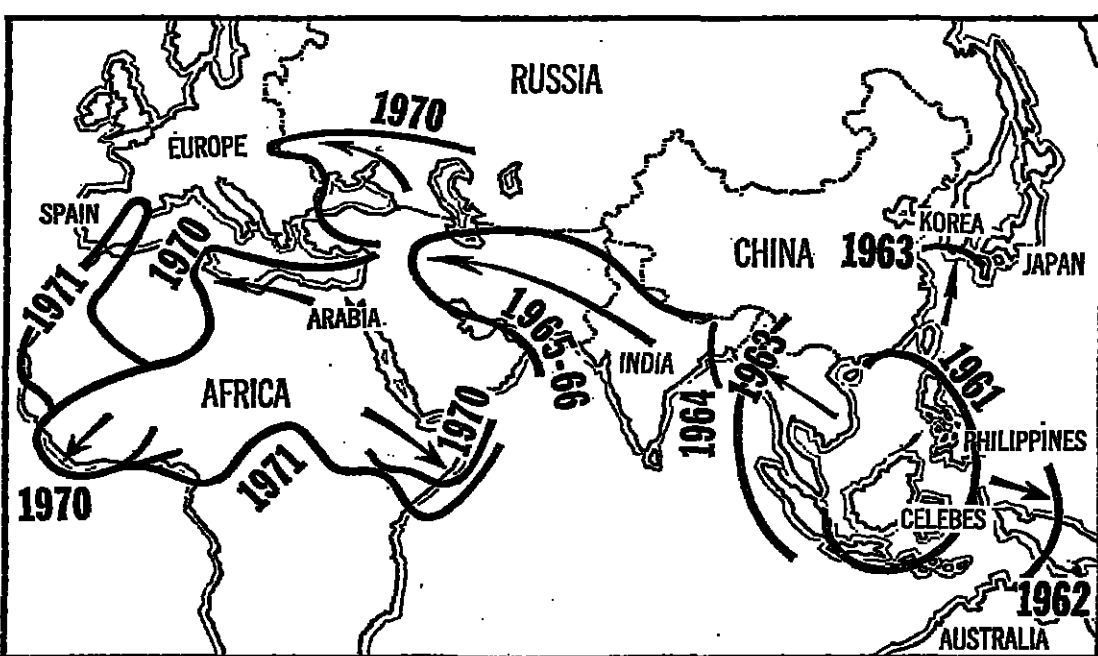
showed little sign of spreading. Then, in the summer of 1961, it burst with appalling speed out of Celebes, reaching South-East Asia and the World Health Organisation believe, the Chinese mainland.

The WHO still has no idea why this seventh cholera pandemic began, nor how it spread.

In 1964, El Tor swept into the Ganges Delta region of Northern India, where "classical" cholera had been endemic for centuries. Here, the World Health experts believed, it would surely be halted and absorbed by the classical strain.

Within a year, El Tor had virtually replaced classical cholera in India. The WHO's Bacterial Diseases Unit reported that there was no longer any hope of checking its spread; it would race through the Middle East into Africa and then, with chilling inevitability, turn towards Europe.

Last September, El Tor cleared its final natural barrier, the Sahara Desert, and arrived in Guinea. On the latest count, nearly 20 African countries—including Kenya, Uganda, Nigeria and Ghana—have confirmed or strongly suspected cases of El Tor. And it is now



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We laid basis for growth—Heath

THE PRIME MINISTER said yesterday that the real meaning of the Government's reduction of nearly 20 per cent in purchase tax, the halving of S.E.T. and the C.B.I.'s initiative to curb future price increases could become clear only if they were seen as the culmination of a year's hard work by the Government. He was speaking at Gloucester.

A year ago, said Mr Heath, the Government was examining the facts of the situation it had inherited without rushing into immediate announcements. The facts were rising prices, wage claims in the pipeline that would make certain that prices would go up still faster, industrial relations in a mess and industry confused and despondent.

“We might have pretended that these facts did not exist. We might have coasted along from day to day hoping that things would improve. We might have gained easy popularity by introducing at once the kind of measures which were announced earlier this week.

But if we had done that we would have been building a house before the foundations were laid. We could have given immediate relief, but it would have been followed by disappointment and fresh setbacks.

As the first step in laying sound foundations we introduced the Industrial Relations Bill. . . . Already we have seen a welcome improvement in the number of strikes. . . . The number of stoppages in the first five months of this year was less than half that of the same period in 1970.

At the same time we decided

that we must resist inflationary wage settlements and encourage others to do the same. Of course, we could have followed the easy way and simply handed out the money. This is what the Labour Government had been doing right up to the election.

We could have followed the advice of those who told us to set up a great new apparatus for compulsory state control of prices and incomes. This, too, our predecessors had tried, and it ended in failure.

We tried instead to bring home to people the essential facts about wages and prices in a free society. They are as true and important today as they were a year ago.

Gradually this truth has sunk home. Slowly perhaps, but surely, the size of wage claims and of wage settlements is coming closer to reality.

Once again I would emphasise that unless we had taken this stand against inflationary wage settlements the measures of expansion which we have just announced would not have been possible.

Another major decision was to work towards a change in the attitude of British industry. Because here, too, we have made progress. British industry is better prepared to take advantage of the opportunities now opening before it.

Here, again, unless we had taken this stand over the past year the measures announced earlier this week would not have been possible. Because of a year's hard work in laying the foundations, we are able now as a country to begin a process of expansion which will be sound and enduring.



First motorists on the moon

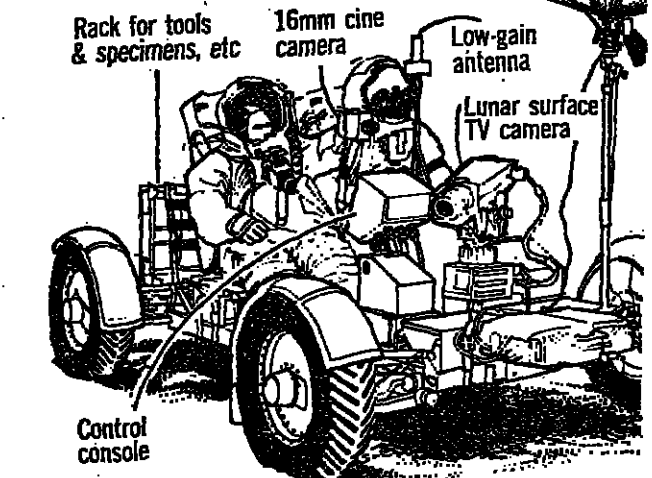
By Bryan Silcock
Science Correspondent

WHEN the Apollo 15 lunar module Falcon lands on the moon on Friday, astronauts David Scott and James B. Irwin will be perfectly placed to explore some of the most spectacular lunar scenery. Blast-off from Cape Kennedy is set for 2.34 pm tomorrow.

Only a few miles from the touch-down point the Apennine range, the biggest on the moon, rises steeply from the surrounding plain in an escarpment higher than the southern front of the Himalayas. And nearby is the Hadley Rille, a lunar competitor of the Colorado Grand Canyon which meanders for more than 60 miles across the surface. On average it is a mile across and 1,300ft deep.

Scott and Irwin will travel to the foot of the mountains, the lip of the Rille and other places of scientific interest in a vehicle called the Lunar Rover. It will carry them and their equipment at speeds of up to eight mph, and up 25 degree slopes, as far as six miles from the lunar module. The limit is set by the distance they could walk back in an emergency.

The Rover looks rather like a stripped-down electric milk float and it is in fact battery powered. But there is a resemblance ends, for it boasts such exotic features as "tyres" made of a woven mesh of piano wire with titanium plates



for treads, an elaborate navigation system incorporating a gyroscope and a small computer, a single control handle for steering, accelerating, braking and reversing, and tanks of meltable material to absorb heat.

Scott and Irwin will spend a total of 20 hours outside Falcon, making three separate trips. They will deploy the usual package of experiments and collect a record 250 pounds of rock and soil samples, none of them from ten feet below the surface with the help of a new drill.

Television viewers back on earth will be able to see far more of the astronauts' activities than ever before. A TV camera will be mounted on the Rover and, when

ever they stop, they will, on. For the first time, back pictures of the lunar module from the moon, photograph face and conducting scientific experiments, help for home. One of the on their programme is to drop overboard scientific satellite.

Spliced down will be North Pacific in the August 7.

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attention to the little things is a vital factor in finding the right answer, whatever the problem.

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Britain's Police— doing a great job.



Cholera

continued from page 1

killing more people in Africa than in Asia, even with the present classical strain outbreaks in the West Bengal refugee camps.

DURING ITS TRAVELS, El Tor has displayed an ominous unpredictability. It has already split into two distinct types, Ogawa and Inaba. The Inaba type went through Saudi Arabia, up into Turkey and on to the USSR, where there was a major outbreak last summer. Ogawa moved into North Africa and has now arrived in Spain. Bacteriologists are puzzled and considerably alarmed by the implication that El Tor can adapt itself to the most effective form for widely different environments.

In either form, El Tor resists antibiotics and vaccines more effectively than classical cholera; it can also survive longer in the environment. There are indications that, promptly and properly treated, it may be less malignant than classical cholera. But in

prime breeding grounds like the underdeveloped West African countries, it is a killer, with a mortality rate approaching 70 per cent.

The source of the Spanish outbreak was almost certainly Morocco, where El Tor was confirmed earlier this year. Spanish health teams have, for some weeks, been quietly vaccinating inhabitants of Melilla, the Spanish colonial enclave next to Morocco. But nothing much can be done about the thousands of Moroccans moving from Algeria through Spain to jobs in Britain, France, Holland, Belgium and Germany. Many itinerant workers pass through Zaragoza and health authorities fear that the disease has spread from cafes and lodgings along the route.

The scope of the problem for health authorities facing the threat of cholera is perhaps best illustrated by the single El Tor case reported in France last year. The patient was an elderly lady who had never been more than 20 miles from home. She had never had contact with North Africans; none of her family or other associates were infected; her water supply not contaminated. Yet, somehow, she contracted a disease that, officially, had not reached Europe.

Travel n blame 'g'

GREEDY HOTELIER who deliberately over-insurance against cancellations were blamed by the Association of Travel Agents for whole package-holiday bad name.

"Package holiday finest value for money market and the British are assured that they allow unscrupulous affect holidaymakers," a spokesman said.

out that nearly the people will travel a package tours this year that it would be "irr to say that occasional would not crop up, it "devious practice" booking. This sort of thing comes to light during season, "but the makers affected are higher value alternatives, the cost of which borne by the tour operator.

The businessman's guide to the Middle East



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مكتبة الأمل

Thatcher says No to six new schools

MRS MARGARET Thatcher, Secretary of State for Education, has cut all six secondary school building projects for 1973-4 submitted for approval by the Inner London Education Authority (ILEA). Despite the recently announced record expansion of the national primary school improvement building programme, total expenditure on primary and secondary school building in that period will be 20 per cent lower than this year.

A letter received last week by Mr Ashley Bramall, leader of the Labour-controlled ILEA, gave the first news of Government reaction to the local education authorities' list of school building plans for 1973-4. The outlook for secondary school expansion in other areas is expected to be equally bleak when Mrs Thatcher announces the approved design list this week.

For the second year running, no new secondary school replacements will be announced, except in rare cases where the secondary school would include a primary school. This will renew argument about the wisdom of concentrating exclusively on primary school replacement.

Major school building projects are divided into "basic need" (where the local population is growing and new buildings are required to provide roofs over heads) and "improvement and replacement" (to take the place of old and unsatisfactory schools). The IEA had proposed such a secondary school in the first category and five in the second.

Mr Bramall commented: "The decision to build six schools is a devastating blow. Primary school improvements are being bought by keeping squalid secondary schools."

One of the projects cancelled is the plan to replace the Thomas Calton School, Peckham. Its headmaster, Mr Ron Pepper, described the present buildings as "old, overcrowded and inadequate, designed for nineteenth century primary school children and the age of regimented silence." The two main buildings were built in 1883 and 1893. The new school was to have been the ILEA's first modern developmental secondary school, incorporating team teaching and the integration of subjects in a flexible open-plan design.

Mr Pepper called the Minister's decision "an act of educational nonsense." He said: "As we understand it, the Thomas Calton school has been cut out of the programme to allow emphasis to be put on replacing nineteenth-century primary schools. But we exist in nineteenth-century primary school buildings."

prowed around the caravans carrying a long steel chain. The growing risk of a violent confrontation ended when a Warrall solicitor, Mr Ivan Gifford, acting on behalf of the Gipsy Liaison Council, agreed with a management spokesman that he would try to persuade the gipsies to move peacefully. Later that day a dozen of the caravans—two-thirds of the total—moved a few yards across a track on to land owned by Wolverhampton Corporation. The remainder stayed put.

The company claims that it acted against the tinkers because it was under pressure to do so by the local authority, Wolverhampton Corporation. The corporation says it put "no undue pressure" on the firm but it did pass on complaints from another company in the area, and from local residents. A police spokesman says that, only part of the force was played was to be on the scene to ensure that there was no breach of the peace.

When Mr Barker, the AEU convenor involved in the latest eviction, was asked whether weekend work as an amateur bailiff wasn't a rather unusual occupation for a trade union official, he replied: "You can draw your own conclusions about that."

Tony Geraghty

by Tony Dawe

ION is growing among
ionists to the Industrial
Bill which will become
in two weeks, according
carried out a week ago
Sunday Times by
Research Centre.
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are nevertheless moving
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compared with last
s figures, with a break-

Secondly, union leaders have been having some effect in their campaign against the Bill. However, the campaign appears to have been helped more by anti-Government feeling than by arguments against particular provisions of the Bill.

Here is where the confusion begins. Take the highly contentious issue of fines or damages against leaders of unofficial strikes. Last December, union members were evenly split on this issue: 45 per cent in favour, 46 against. But now 54 per cent are in favour, only 35 per cent against. Among the population as a whole, the number in favour has gone up from 57 to 67 per cent.

Union members are also giving more support to the provision that agreements between employers and unions should be legally enforceable contracts. And a majority of union members are even opposed to sympathy strikes:

Q. Do you think workers not directly involved in a dispute should or should not be allowed to strike in sympathy with workers who have a genuine dispute somewhere else?

	All	Union Members
Should be	25	35
Should not be ..	63	55
Don't know	12	10

Some provisions of the Bill are given the same percentage support by trade unionists as by the sample as a whole. Eight out of 10 support a cooling-off period and an industrial court to deal with disputes. Seven out of 10 agree that unions should register their rules with a registrar and that agreements should be legal contracts.

Strategic support for the Bill invariably comes from the professional classes. For example, 92 per cent of them are in favour of a cooling-off period. But on none issue (not included in the Bill) their enthusiasm wanes. While 71 per cent of all people and 81 per cent of union members believe employers should tell union negotiators exactly how well a company is doing so that they can decide whether to afford pay increases, only 62 per cent of the professional class—which includes most company owners—agree.

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1971

For the second year running, Ayr Academy and Manchester Grammar School have reached the semi-finals of the 1971 Sunday Times National Schools Chess Tournament, which will be held at the St Ermin's Hotel, Exetson St, London SW1 next Friday and Saturday. The other semi-finalists are Eford County High School, London, and Plymouth College.

Play in today's semi-finals begins at 1.30 to 5.30 pm and on Saturday's final from 10.30 am to 3.30 pm. The winning school will receive the Sunday Times trophy.

The four-year-old ban on members of the Musicians' Union performing in Greece is being reconsidered. The move follows an approach by the London Philharmonic Orchestra who have been invited to the 1972 Athens festival, writes Anne Robinson. An LPO spokesman says: "We are not concerned with the politics of any particular country and we have put our case to the union." The union is seeking advice from the International Federation of Musicians.

In the report headed King of Out-Price Charter Flights in our issue of July 11, we stated that Allan Brownlee "fell in with a Chelsea charter operator and fell out again when £2,000 he was owed on commission failed to materialise." Mr Shaw Lawrence, of International Air Services, informs us that the name of his firm has been associated with this report and he asks us to make it clear that there is no foundation for this statement so far as his firm is concerned.

PROPOSALS for a new administrative structure for the Health Service were sharply attacked yesterday at a British Medical Association conference in Leicester. The plan for a two-tier system of regional and area authorities is "obsessed with management," said the BMA Council chairman, Dr Ronald Gibson.

They did not want "management for management's sake, but management for the sake of the patient," he said. Speaker after speaker criticised a proposal that the 15-member area authorities could have as few as two doctor members.

Some doctors called for flat rejection of the proposals, which were put forward in May by Sir Keith Joseph. But when it came to a vote, the meeting opted for a milder resolution demanding "adequate representation" for the "healing professions" on the regional and area boards. The conference rejected a motion that if doctors were not given fuller representation they should refuse to co-operate with the scheme.

£25,000 winner
The weekly £25,000 Premium Bond prize, announced yesterday, was won by Bond number LW 257195. The winner lives in Perthshire.

SEVERAL thousand children and their parents—have already seized the chance offered in last week's Colour Magazine to take part in a survey on Britain's river pollution during the week of August 17.

The City of London Institute for Education and The Sunday Times have designed an Experiment Kit which, with the help of children on school holidays, will show how big the problem is and perhaps suggest some solutions. Children are asked to make a note of the things they see and to make up by making sure that their replies are in by August 12.

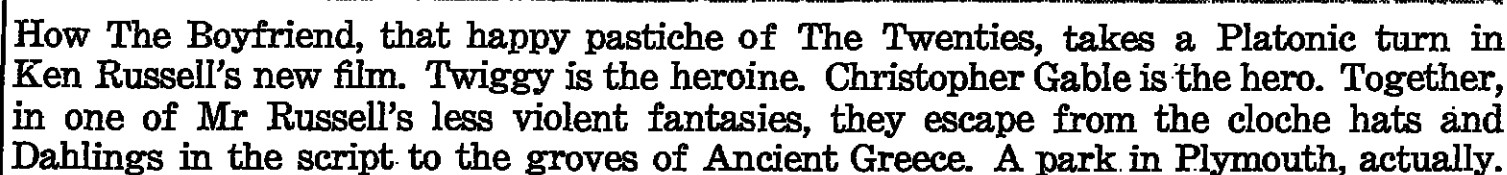
It is hoped that 10,000 children will go to their nearest river or stream, armed with a home-made net and other items included in the kit to test the water. There will be prizes for the best reports. To take part, simply fill in this coupon:

To: Children's Pollution
Enquiry, Advisory Centre for
Education, 32, Trumpington
St., Cambridge CB3 1QY.
Please send me..... pollution
kit(s) at 75p each including
postage and packing.
Cheques and postal orders
should be made out to Things
of Science (Cambridge) Ltd.

Total amount enclosed.....

Name
(BLOCK CAPS)

Address



106 mph BMW 1802
NOW ONLY: £1626
0-50 in 7.2 secs. Two-door,
45 seat family sports coupe.

113 mph BMW 2002
NOW ONLY: £1618
0-50 in 6.6 secs. The model that has
won international acclaim. Sports
Automatic Transmission optional extra
at £190.

120 mph BMW 2002 ti
NOW ONLY: £2197
0-50 in 6.3 secs. Petrol Injection
engine. Fastest accelerating 45 seat
production saloon in U.K.

121 mph BMW 2500
STILL ONLY: £2999
0-50 in 7 secs. 6-cylinder 5-seat
sports saloon with Sports Automatic
Transmission & power steering optional
extra at £211 and £114 respectively.

125 mph BMW 2800
NOW ONLY: £3947
0-50 in 6.4 secs. A heavy breed with
world class performance. Sports
automatic transmission & power steering
optional extra at £211 and £114 respectively.

133 mph BMW 3.0 CS
NOW ONLY: £6118
0-50 in 5.5 secs. A heavy breed in the BHP
range: Hand-crafted, 3-door, 6-cylinder
sports coupé. Sports automatic transmission
will prove also for optional extra at £211.

108 mph BMW 2000
NOW ONLY: £2199
0-50 in 8.1 secs. Fast 4-door
5-seat sport saloon. Sports Automatic
Transmission optional extra at £190.

All prices shown are recommended retail prices including Purchase Tax.

[illegible]

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BMW Concessionaires GB Limited, BMW House, Chiswick High Road, London W.1. Tel. 01-995 5651
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**number them
if they're no longer news.**

weeks ago the television and press gave you all the on the tragedy of the Pakistan refugees, seeking help. The newsworthiness has subsided. But the carnage hasn't. In fact it's grown. By 20,000 daily the numbers of refugees fleeing their troubled homeland has risen to a figure approaching 7 million. Reliable estimates of the final figure will be around 10 million. It is the remarkable efforts of the Indian Government to cope with the problems of feeding, sheltering, and clothing this massive force of humanity from further harm, help is still urgently needed from aid organisations like Oxfam.

am effort so far.

early May, Oxfam has supplied skilled field men
encased in India, cholera vaccine, immunisation
ment, drugs, a mobile clinic, roofing material,
Rovers, blankets, saris and baby food.

e funds urgently needed.

he full co-operation of Indian health authorities is financing a force of voluntary Indian medical situation teams working in camps in BARASAT, AON, BALURGHAT, JALPAIGURI, and JRA near and around the border of East Pakistan. We agreed to a programme requiring the purchase of a further £300,000 on food, clothing, and medical aid to help make life bearable in the monsoon period of August-September. £100,000 short of what we need to meet this commitment. Please do all you can to help.

**ase show that you still
e about Pakistan
ugees in
ia**

Relief Programme for Pakistan
274 Banbury Road, Oxford
Oxford was Oxfam is doing to avoid further suffering
I wish to help relieve the suffering of the Pakistanis
This is my contribution £ _____

Name _____ Address _____

OXFAM

YEAR, 10 million will cross the el—paying £60 to do so. One of them all will August, by train, hovercraft and Last weekend, six Times reporters cartoonist set out stigate 12 of the days of entering and Britain.

How the Common man goes into Europe (on Saturdays)



M. on the good ship bound from Southampton to Dover with a cargo of apples and human beings. The pursor's office aies full length on a kin rug. In bar, cafe-assorted empty spaces, wellers huddle beneath rugs.

ip is beginning to come Sleepy figures emerge bins, or unfold from seats. One of the first idlipp, chairman of the international Publishing on.

crossing to Le Havre to yacht, and is emphatic kes the ferry. "I love don't care if it turns wn. I'd still enjoy it if a slave ship to Africa." travellers take so a view and some with spoke emerged jaun- pp so much pleasure. the channel crossings bad, and several broad- rged from our experi- id Victoria Station, and Folkestone-Boulogne ferry a miss unless you ling without baggage. class night crossing on train from Dunkirk to leaves something to

and psychological hazards air terminals and which it was the work class night crossing. Worst found that every cross- shipping company whose ve used, issued tickets nditions designed to own liability for mis- to an absurd extent. ound some good things the station restaurant ne—and we found, at the Channel need not ous: financial barrier. to Ramsgate, hover to it will only cost you ferry crossing from heher on the short or the longer voyage costs only £3. Even h from London, the overcraft is only £3.25. g involving air trans- s dearer though the

routes tend to be longer than a mere flip across the Channel. First there are the scheduled services; and for the purposes of our inquiry, we treated the London-Paris flights as Channel crossings. BEA and Air France charge £12.90 (with about 90p extra for buses) and hopefully take you terminal to terminal in 2hr 40min (actually, in our case, 3hr 0min).

Then there is coach-air. Skyways take you by coach to Ashford in Kent, fly you to Beauvais and finish the journey with another coach to Paris. It takes 3hr longer and costs £8.25 all-in—still a reasonable bargain though rather more than the "three days in Paris for a five" the same firm is hoping to offer from this winter.

The third method we considered was Silver Arrow. This is train to Gatwick, plane to Le Touquet, train to Paris. It should be one hour faster than coach-air (though it wasn't) and at £10.10 costs £1.35 more.

Our reporters left London on July 17 and returned the following day. As well as the three air routes, we used car and passenger ferries, sailing by day between eight ports and at night between four. We travelled to France on the Dover-Boulogne hovercraft and came back on its Calais-Ramsgate rival.

We found conditions good on the most traditional crossing of all, the Dover-Calais passenger ferry. Unfortunately, the journey began, as so many journeys do, at London's Victoria Station.

ARRIVING THERE to join the crowds on Saturday morning we saw great heaps of rubbish swelling beneath the few packed benches. Made up of newspapers, plastic cups, packaging of many

kinds, banana skins, orange peel and less identifiable matter, the murky impacted mounds oozed drips of coffee and orange drinks. Our reporter returning on Sunday night spoke of sidestepping gobbets of phlegm and tides of litter.

British Rail admit they have a problem. "It's a moving-eating type of traffic," said a spokesman. They don't know how to stop the people dumping rubbish, and they don't know any way of getting round with their big vacuum cleaners when the station is packed. Brooms? "They can't compete with the volume."

Victoria is also a paradise for queue-lovers. Ours began to form an hour or so before the train was due to leave and soon be-

came interwoven with the spectacular queue at the butchery de change. The atmosphere was pure refugee camp: luggage trolleys piled high with suitcases, children and black-clad grannies.

MERCIFULLY, the train was clean and bore us swiftly through orchards and beardside to Dover, where we were welcomed aboard the Invicta, a sturdy vessel which took part in the Normandy invasion.

The Invicta is British and a Sealink ship—this is the name under which British, French and Belgian rail operate at sea. Her crew was thoroughly good natured despite a crowd of 1,183 passengers (maximum number 1,500). "Come the end of September," said one of the stewards cheerfully, "you begin to hate the sight of them. Can't help it."

The deck of the Invicta was soon packed with people and their belongings, though there was plenty of room in the luggage racks below. Panic thought: How could the crew leap to the lifeboats in an emergency? And all the emergency instructions we could see were displayed in English only.

Service kept roughly in pace with demand, even where duty-free goods were on sale. Only the bureau de change operated by Cooks was patently inadequate. On a sample of one, it took 22 minutes to change £10.

Nobody could reasonably imagine that a ship dedicated to moving large numbers of people a short way at frequent intervals would be luxurious, but the Invicta was agreeable enough in her way. If only the same could be said of the St Patrick, another British ship which does a daytime crossing from Boulogne to Folkestone.

Though younger than the Invicta, she wore a look of desolate old age. Travellers peeped beneath her skirts at their own peril.

Her "general lounge" turned out to be an abandoned space at the bottom of an endless series of companionways. Its portholes were shut and the lights were out. The walls were hung about with bunks, some of them drooping at crazy angles. Coat hooks were torn away from the walls, paint flaking.

One deck nearer the sky was the cafeteria, a dismal and claustrophobic refuge, decorated largely

in cream and brown. In the bar a steward, asked for wine, replied: "We have ginger wine, then there's sherry or Dubonnet or Martini..."

Despite the good-humour of the returning holiday-makers, no one seemed to have much of a soft spot for the St Patrick—except for those who had made the journey to France in the Maid of Orleans. "Call this shabby?" said one. "You ought to have been with us on the Maid."

British Rail say that both the Invicta and the St Patrick are due for replacement next year. Meanwhile, the St Patrick will be coping with this year's August rush.

EXCEPT that the dining room was far too small for the throngs its excellent meals attracted, conditions were fine on the Valenciennes, a six-year-old French ship working the Dieppe-Newhaven run. The sea came off distinctly worse than the passengers on this crossing. Streaming in her wake the Valenciennes left cardboard boxes, tin cans, beer bottles and assorted rubbish some of this no doubt making for the very beaches to which she was carrying holiday-makers.

Of the overnight crossings, Dunkirk-Dover showed most emphatically the advantages of wealth or an expense account. Travelling first class from Paris to London by sleeper for £17.50 you never leave the train, which is fed like a sausage straight into the ship's belly.

But our reporter, a second-class passenger for £7.55, was evicted from her compartment to wander dazed on to the St Germain. One of the officers offered her a drink in his cabin. Hard-pressed, she pleaded seasickness. He drew a very elaborate diagram to prove she was at the most stable point aboard.

The problems were quite different at night crossing from Southampton to Le Havre by the Townsend Thoresen ship Viking 1. Our reporter was summoned to the pursor's office and asked to show his credentials.

So, you are writing about my ship?" said the pursor. "You know the expression la plume de ma tante. Well, ma tante doesn't like it."

The cafeteria and duty free shop closed at 12.15 a.m., only an hour and a quarter after the ship set sail. The bar, they said, would stay open on request. It was closed by 1.15 and didn't open again despite our requests. But the staff were otherwise helpful, providing seasick pills at 3 a.m. and 4p compensation when warm water came out of the hot-drinks machine instead of chocolate.

Sleeping arrangements on this ship and on the Normandy line ferry Dragon seemed patchy. There are cabins, couchettes and reclining seats on both, but not enough to cater for everybody on a crowded run—hence the uneasily slumbering figures in the public rooms of the Viking. We could not find any passengers who had slept more than three or four hours—even though many of them were planning a long day's drive in France.

Ports, of course, are almost as important as ships. Some channel ports turned out to be a nightmare, particularly for anyone with small children or heavy luggage.

INSIGHT CONSUMER UNIT

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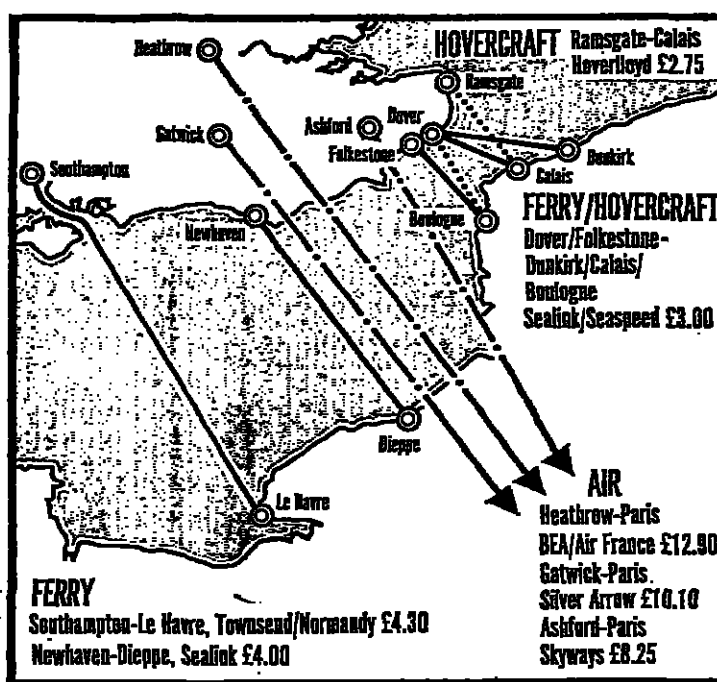
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Our reporter landing at Dover from the train ferry at 6 am couldn't find a porter and had to walk what seemed to be about a quarter of a mile through narrow passages.

Paradoxically, if you arrive by train at Dover to catch the passenger ferry, you are whisked through customs and on board with only yards to walk.

Folkestone was perhaps the most tiresome point of arrival. There were numerous porters on Sunday afternoon. Many innocent travellers thought they could do without. How were they to know that reaching the customs sheds would turn out to be like crossing the Sahara carrying your camel?

The horror of this long shuffle,

part under cover, part exposed, was mitigated to some slight degree by an experimental baggage conveyor, but this was so narrow it caused confusion of its own.

Le Havre was dandy for motorists but a bit sad for foot passengers, who had to walk to the station at 7 a.m. or to the bus depot half a mile away. And Boulogne boasts a wicked underpass—down 24 steps and up 21 in a flowing tide of humanity and suitcases.

As for hovercraft arrivals, the terminals on the Hoverlloyd route between Ramsgate and Calais carried off the prizes. These pleasant functional buildings offer food (it looked very delicious on the French side) and observation balconies for hover-

watching, a popular weekend pastime.

Our reporter, like many passengers, was new to hovercraft and found the sensations more stimulating than restful. "When it is ready to go it roars a bit," she said, "then rises slowly from its recumbent position rather like an elephant which suddenly stands up and wobbles you twelve feet into the air." But even on the calmest of calm days she found the motion uncomfortable, like lying in a bumpy aircraft with lots of noise and vibration.

Hovercraft are like airplanes in other ways. You sit strapped into your seat, the craft must carry a "permit to fly" from the Department of Trade and Industry. The hover terminals at Ramsgate and Calais bear a distinct relationship to air terminals, but with less of the overwhelming, maze-like character.

OUR REPORTER AT GATWICK spoke of a kind of spatial inertia "strongest, it seemed among inexperienced travellers. "The moment people entered the Gatwick pleasure dome," he said, "they splayed out, slowed down and murmured to each other, obviously dazzled by the mass of notices." The public address system was only really clear in the lavatory.

The wander quotient was high at Orly, too, and at Heathrow the sense of being processed like the proverbial bean can was powerful. But BEA's hushed service and Air France's lavender sachets took out much of the sting.

With time in hand, though, there's a lot to be said for smaller airports where the passenger retains more sense of his own identity. Le Touquet—on the Silver Arrow train-plane trip—was agreeable enough though the service reached Paris an hour and 30 minutes late. Best of all

was Lymington airport at Ashford in Kent on the Skyways run to Paris. Here travellers sunbathed amid flowers and formalities were fast and informal. (But on this and the scheduled air routes, why were the French coaches so superior?)

As for duty-free shops, they are to be found on all routes and are almost guaranteed to awake the acquisitive urge, whether or not you smoke, drink and wear perfume. It seems likely that a large proportion of the ferry operators' steady profits derive from the duty-free shops. An analysis of prices suggests that in general you get better value at airports. Benson and Hedges cigarettes, for example, were £1.35 at Heathrow and Gatwick, £1.36 at Orly. On Sealink, Thoresen and Normandy ferries, the cost £1.60. Brandy was the joker, emerging vastly more expensive at the airports.

Far more important, it seemed to us, were the conditions under which tickets were issued. Airlines follow the Warsaw Convention which limits their liability to a fixed sum which is not exactly generous but at least exists.

The shippers excluded as much liability as they could—though two of them managed to cloud the issue by referring the ticket holder to a secondary source to discover his rights. British Rail sent us to the pages of the International Travel Booklet—obtainable at Victoria after queuing for ten minutes. British Rail, it turns out, holds themselves responsible for the

seaworthiness and proper manning of their vessels while excluding their liability for any subsequent "neglect or default" and for "injury (fatal or otherwise)." Townsend Thoresen's conditions also have to be specially asked for and again the exclusion clauses are wide.

The Normandy ticket, on the other hand, makes it quite clear that the company "shall not be liable for the death, or injury, damage, loss, delay or accident to passengers, their apparel or baggage, whensoever, where-ever, howsoever caused and whether by negligence of their servants or agents or by unseaworthiness of the vessel."

It goes on to say that a passenger actually agrees to indemnify Normandy Ferries for all claims "emanating from the accompanied vehicle" and whether or not the claims are due to "the wrongful act neglect or default of Normandy Ferries or its servants or agents."

In our view, the first thing the Channel passengers need is a change in this curious legal situation.

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Now! London & Edinburgh introduces the insurance plan that swept America.

£150.00 a month tax-free cash whenever you go into hospital

SPECIAL INTRODUCTORY OFFER

Only 10p covers your
entire family for the
first month!

★ Pays you in cash at the rate of £150.00 a month for every enrolled member of your family who is in hospital and covers you... for life.

★ Pays in cash *direct to you*.

★ Pays in *addition* to any other insurance coverage you may have already—including National Health, BUPA, PPP, Company or Union benefits, or from any other private medical scheme.

★ Pays you direct—and you are covered from the first day you enter hospital.

NO SALESMAN WILL CALL—NO AGE LIMIT

ACT NOW—WE CANNOT GUARANTEE THAT THIS OFFER WILL BE REPEATED!

Many families will have someone in hospital this year. It could be you—or a member of your family—tomorrow... next week... next month. And to say, despite State benefits, very few families have their incomes guaranteed during such times. And of course, all the usual household expenses still have to be paid. And National Health benefits rarely cover all these outgoings. Think... what would you do if you were in hospital and didn't get paid for a few months, or even a few weeks? How would your family manage? What would happen to your savings? We believe we have the answer in our EXTRA CASH PLAN that relieves you of worry when the terrible financial threats of illness or accidents occur.

Pays you £150.00 a month tax-free in cash whenever you have to stay in hospital

What a blessing it is when you know you have £150.00 in cash coming in every month when you have to go into hospital. You get your £150.00 a month in cash—tax free—as long as you are confined in hospital. You are covered from the very first day for accidents and sickness—even for life, if necessary!

Now, this plan from London & Edinburgh enables you to enjoy this protection at once. The first month's coverage for your entire family is just 10p. Then, you may continue at London & Edinburgh's regular rates.

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We can never cancel your policy!

You can rely on this wonderful protection no matter how old you become or how many times you collect from us. Your policy guarantees that we can never cancel your protection for any reason whatsoever. It is Guaranteed Renewable for Life! In addition, your rates can never be changed unless there is a general rate adjustment on all policies of this type.

And that's not all—this policy...

PAYS £150.00 a month in cash for each accident or illness which puts you in hospital. Coverage for accidents begins at once. After your policy is in effect for 30 days, you are covered immediately for all sicknesses that originate thereafter.

PAYS £150.00 a month in cash regardless of age, even when you're 65 or over—and even for life. And, of course, you collect your benefits from the very first day you are in hospital, whether for sickness or accident.

PAYS £150.00 a month in cash if a child covered by the policy goes into hospital through injury or illness. Coverage begins the very first day in hospital. And the benefits continue for as long as necessary.

PAYS £600.00 a month in cash in hospital when both husband and wife are in hospital at the same time for accidental injury for as long as both remain in hospital—and covers you even for life, if necessary.

PAYS up to £1,000.00 in cash for complete accidental loss of limbs or eyesight.

Double Cash Accident Benefit

If you and your insured wife are in hospital at the same time for an accident injury, this EXTRA CASH PLAN pays you an extraordinary double cash benefit. You receive not £150.00 but £300.00 a month. Your wife receives not £150.00 but £300.00 a month. That's £600.00 in cash payments every month, starting the day you enter the hospital for as long as you both remain there.

Pays you up to £1,000.00 in cash for these accidental losses

The accidental loss of limbs or eyesight can be terrible. But if such loss occurs any time within 90 days of the accident, you collect £500.00 for the complete loss of a hand or a foot or the sight of an eye—and £1,000.00 for loss of two limbs or the sight of both eyes.

Waiver of premium benefit

Should you—the policyowner—be in hospital for 8 consecutive weeks or more, this London & Edinburgh

EXTRA CASH PLAN will pay all premiums that come due for you and all Enrolled Members of your family while you are confined to hospital beyond the initial 8-week period. And your protection continues just the same as if you were paying the premiums yourself. This means you pay no premiums, yet your full protection remains in force for as long as you are in hospital.

These are the ONLY exclusions!

Your London & Edinburgh plan covers every kind of sickness or accident except conditions caused by: war or any act of war; any mental disease, illness or disorder; pregnancy, miscarriage or childbirth; abortion; your being intoxicated or under the influence of any narcotic unless administered on the advice of a doctor, and any sickness or injury you had before the Effective Date of your policy... during the first 2 years only.

You may be surprised to learn that we will actually issue this policy to you even if you have a health problem right now, and even if it's a serious one. Yes it's true! If you are sick before you take out this policy, you will even be covered for that condition after the policy has been in effect for 2 years. Meanwhile, of course, every new condition is covered.

Fills the gap in State Benefits

London & Edinburgh now offers you this remarkable plan that has swept the United States, because we firmly believe that the protection it offers will be equally welcomed by the British public. You can judge how popular this plan is in the United States from the fact that just one U.S. insurance company is issuing new policies at the rate of one million a year. That's why we are convinced, as we are sure you will be, that it really does fill the big gaps that exist in State benefits, BUPA or other private insurance schemes.

Act now to assure the fastest possible coverage

As soon as we receive your Enrolment Form we will rush your policy to you by First Class Post. When your policy arrives, examine it in the privacy of your own home. You'll be pleasantly surprised to see there is no "small print". Show it, if you wish, to your bank manager, accountant, solicitor, doctor, or some other trusted adviser.

Here are your premiums

The following premium chart shows how little it costs after the first month to enrol yourself, your wife and any dependant. Simply add the monthly premium which applies to each adult in each age bracket and the sum is the monthly premium payable for the total coverage. Naturally at these rates, we can issue only one policy of this type for each group.

Members under the age of 18 covered by their parents' or guardians' policy will be protected under their own policy (regardless of their health) when they reach 18 at the rate then in effect for their age group.

Age	Monthly Premium
0-17	£0.90
18-39	1.50
40-54	1.90
55-64	2.30
65-74	2.90
75-84	3.90
85 & Over	4.90

NOTE: The regular monthly premium shown here (for age at time of enrolment) will not automatically increase as you pass from one age bracket to the next! Once you have enrolled in this London & Edinburgh EXTRA CASH PLAN, the only way we can change your premium is if we change it for all policies of this type. It has nothing whatever to do with how much or how often you collect from us or your advancing age.

Act NOW — "later" may be too late! Just 10p covers you and your family for first month

Time is precious! Act quickly. (No salesman will call.) Get your Enrolment Form into the post today—because once you suffer an accident or sickness, it's too late to buy protection at any cost. That's why we urge you to act today—before anything unexpected happens.

Your questions answered about this EXTRA CASH PLAN

Q 1. How much will I be paid when I go into hospital?

A You will receive cash at the rate of £150.00 a month (£5.00 a day). And you collect in cash for an accident or illness even if you're in hospital for only one day. And benefits are paid in full for as long as you're in hospital... even for life.

Q 2. Do you pay me in cash when my children go to hospital?

A Yes we do! You collect in cash at the full monthly rate whenever any of your enrolled children (age 1 month to 17 years) go into hospital.

Q 3. When do I start to collect hospital benefits?

A This new plan covers you from the very first day for accidents. After your policy is in effect for 30 days, you are covered immediately for all sicknesses that originate thereafter—even for life, if necessary! Payments are made direct to the policyowner. Since we provide lifetime benefits, this 30 day qualifying period enables us to give you broad coverage at a lower cost than would otherwise be possible.

Q 4. What if my wife and I are injured in an accident and go into hospital at the same time?

A You both receive DOUBLE payment if this happens. Yes, this plan pays you benefits at the rate of not £150.00 but £300.00 in cash every month—for as long as both of you remain in the hospital—even for life.

Q 5. Are there any other cash benefits I can collect?

A We pay you £500.00 in cash for complete loss of one hand or one foot or sight of one eye as the result of an accident, and £1,000.00 in cash for loss of both hands or both feet or sight of both eyes—even if it happens as long as 90 days after the accident.

Q 6. Will you pay me in addition to what I receive from other health plans?

A Of course we will! That's the beauty of your London & Edinburgh plan. No matter what benefits you receive from National Health or private health plans, we still pay you cash benefits at the rate of £150.00 a month—even for life. So even if other insurance has taken care of all your medical bills... you still have that tax-free cash income from this London & Edinburgh EXTRA CASH PLAN. Isn't that a nice way to end an illness?

Q 7. How can I use my cash benefits?

A Use the money any way you choose. Use it to pay for living expenses like rent, food, clothing. Or put it in the bank to replace any income you lost during your stay in hospital. Or use it to provide the comforts and amenities in hospital such as television, private room, which are often just as important to recovery as good medical care. Remember that the money is paid to you to use as you feel best.

Q 8. Suppose I'm in hospital for a long time and can't meet my premium payments?

A If you—the policyowner—are in hospital for eight consecutive weeks or more, London & Edinburgh EXTRA CASH PLAN will pay all premiums that come due for you and all Enrolled Members of your family while you are confined to the hospital beyond this initial eight-week period. This includes all premiums—for every Enrolled Member. Even if you are in for months, a year—for life. Thanks to the Waiver of Premium feature in your policy, we pay all premiums for you as long as you are in hospital. You simply go right on collecting your full £150.00 a month cash benefits just as if you were paying the premiums yourself.

Q 9. Now tell me, what's the "catch"—what doesn't my Policy cover?

A Your policy covers everything except conditions caused by: war or any act of war; any mental disease, illness or disorder; pregnancy, miscarriage or childbirth; abortion; your being intoxicated or under the influence of any narcotic unless administered on the advice of a doctor; any illness or injury you had before the Effective Date of your policy—but even this last "exclusion" is done away with after you've been a policyholder for only two years. Everything else is definitely covered.

Q 10. Does this plan pay in any hospital?

A You are covered for care in any hospital of your choice, with the exception of military hospitals and non-registered nursing and convalescent facilities.

Q 11. What are the requirements to enrol in this plan?

A You must not have been refused or had cancelled any health, hospital or life insurance due to reasons of health; and you must fill in and post the enrolment form with your first month's premium of 10p.

Q 12. Will you cancel my policy if I have too many claims? Or because of advanced age?

A No—positively not! Only you can cancel. The Company cannot—no matter how many claims you have... how old you become... or for any other reason whatsoever. A Guaranteed-Renewable-for-Life clause has been printed right in your policy, and we're bound by it.

Q 13. Besides saving money—are there any other advantages to joining this plan?

A Yes, a very important one is that you don't need to complete a lengthy, detailed application—just the brief Enrolment Form in the corner of this page. It doesn't ask for a medical examination, and it doesn't set an age limit. Also, there are no extra requirements for eligibility, and no "waivers" or restrictive endorsements that can be put on your policy!

***Q 14. Are my benefits truly tax-free?**

A Yes, since the concessionary practice of the Inland Revenue is not to tax insurance benefits for up to one year of hospital confinement.

Q 15. How do I apply?

A Fill out the brief Enrolment Form and post it with just 10p for the first month's protection for your entire family.

SEND ONLY 10p Here's **1** Complete this brief Enrolment Form. **2** Cut out along dotted line and post.

OFFICIAL ENROLMENT FORM

LONDON & EDINBURGH GENERAL INSURANCE COMPANY LTD.

Pembroke House, 44 Wellesley Road, Croydon, CR9 3QN. Telephone: 01-686 0837/8/9.

for the EXTRA CASH PLAN

B-1251-01

Name (Please Print) MR. MRS. Christian Name(s) Surname

MISS

Address

Date of Birth Day Month Year Male ☐ Female ☐

Occupation

List all dependants to be covered under this Plan: (DO NOT include name that appears above. Use separate sheet if necessary.)

Name (Please Print)	Relationship	Sex	Date of Birth		
			Day	Month	Year
1					
2					
3					
4					
5					

I hereby enrol in London & Edinburgh's EXTRA CASH PLAN and am enclosing the first month's premium to cover myself and all other Enrolled Members listed above. Neither I, nor, to the best of my knowledge and belief, any other person listed above has been refused or had cancelled any health, hospital or life insurance coverage due to reasons of health. I understand that this Policy will become effective when issued and that pre-existing health and accident conditions will be covered after two years.

Signature Date

MONEY BACK GUARANTEE

We will send your London & Edinburgh EXTRA CASH PLAN policy by post. Examine it carefully in the privacy of your own home. Show it, if you wish, to your bank manager, accountant, solicitor, doctor or some other trusted adviser. If you decide, for any reason, that you don't want to continue as a member of this plan, return the policy within 15 days of the date you receive it, and we will promptly refund your money. Meanwhile, you will be fully protected while making your decision!

John W. Dennis
Managing Director
London & Edinburgh General Insurance Company Ltd.



LONDON & EDINBURGH
GENERAL INSURANCE CO. LTD.

Pembroke House, 44 Wellesley Road,
Croydon CR9 3QN, Tel: 01-686 0837/8/9.

THE SUNDAY TIMES

What happens next?

WITH ONE bound he was free. . . Readers of our earlier instalments may recall that we pictured the Chancellor of the Exchequer trapped in the Treasury, and apparently happy while the tides of unemployment and stagnation rose all about him. It would be less than fair not to compliment him and the Prime Minister for having at last broken free of the bewitchments of Treasury caution. The mini-Budget last week is not a pussy-footing adjustment of position. It is a leap for a new policy, but at the moment of writing the Chancellor must still be considered in mid-air. There is no indication yet of a coherent incomes policy; prices depend largely on the splendid initiative of the CBI; and a policy of going for growth must be accompanied by a contingent strategy for dealing with an almost inevitable test, perhaps in a year, for the balance of payments.

Would we float, would we devalue (with EEC entry), would we borrow—or will we protect the balance of payments at the expense of another defeating round of deflation? The Prime Minister spoke yesterday of our now beginning "a process of expansion which will be sound and enduring," but there will have to be a real strategy to achieve that and not a mere continuation of wishful thinking.

Mr Heath did his own reputation for straight talk less than justice by suggesting that the mini-Budget was the culmination of a year's work, that all we have gone through had been a necessary foundation for the new bid for growth. He said nothing of the Treasury miscalculations and the Micawberian optimism which has cost us dearly in real national wealth. As our economics editor makes clear (page 42) even the mini-Budget injection only has the same goal for output in 1972 as Barber set in April. It is a 4 per cent growth only because we start from a lower base. Plain mistakes should not be presented as a policy, not if one is to have confidence that the same mistakes will not be made again. We have supported the Industrial Relations Bill and the bid for Europe, and the Government's stand on wages, but we could certainly have had these in association with a more consistent and much earlier policy for growth and perhaps with trade union co-operation on wages. As it is, the Government has a year's bitterness to overcome as well as a year's waste. The unions should none the less respond to the new initiative. It is plainly in all our interests that it should work.

Hunt for a martyr

A NEW ARGUMENT is to be heard in the Labour Party's great debate on Europe. It shows signs of attracting wider support than the argument that the terms are wrong. This "argument"—a generous euphemism—alleges that the Press and the other media, representing some notional establishment, are conspiring for the Market and against the Labour Party. Mr Callaghan and Mr Foot are the most recent converts to this tactic. The Press, it is said, can be relied on to exclude and diminish the anti-Market case. More seriously, the Press is said to be engaged upon the systematic assassination of the character of Mr Harold Wilson because he is against British entry to the Common Market. Some of Mr Wilson's friends and not a few of his rivals portray him as a pitiable innocent, daily suffering a breakfast crucifixion because he holds a view which, while "voicing the disquiet of millions" (Mr Callaghan), displeases the sinister combination of Press barons, television bosses, weasel columnists and other unfamiliar bogeymen.

The convenience of this argument is as obvious as its familiarity. It is the Old Reliable for every Labour audience in time of trouble. It distracts attention from every uncomfortable point at issue, and soothes the party in the delicious balm of collective paranoia. Historically it has performed this function irrespective of the particular facts. Yet rarely can even this tactic have had to struggle so mightily with the facts as it does in the present case.

It is true that a majority of papers are in favour of British entry. But not all of these are unexceptional. The allegation that any or all of them suppress the anti-Market case in reporting the great debate needs careful documentation. Any such suppression is palpably not true of the television companies, with their stultifying search for balance. Significantly this charge, which now occupies a prominent place in the anti-Market demagoguery, has not yet begun to be substantiated. Until it is, it is likely to persuade only those who already want to believe it.

The charge that Mr Wilson is being persecuted because he is against British entry is at the same time more serious and more resonantly fatuous. On the whole nobody is being attacked merely because he is against British entry. Mr Douglas Jay, Mr Peter Shore, Mr Michael Foot himself—these veterans of the cause all stand unscathed by honest disagreement. If anyone is suffering for his honest opinions on Europe, it is probably Mr Roy Jenkins. As for Mr Wilson, the attack derives not, of course, from his anti-Market views but from the volte-face he has performed since leaving office, culminating with last week's attacks on his colleagues. Unhappily for him he has committed a series of actions the mere recitation of which, unadorned by adjective or prejudice, amounts to an indictment of his consistency and sincerity. It is a fact that Labour applied to join Europe, as a great enterprise. It is a fact that credible Labour leaders have said the present terms would have satisfied a Labour Cabinet. It is a fact that the weight of Labour opinion opposes entry. It is a fact that Mr Wilson now finds the terms unacceptable. It is therefore not a fact that Mr Wilson can be treated, least of all by the devious Mr Crossman, as the plain man's anti-Marketeer.

A similar clouding of the issue can be seen in the attack on Mr Jenkins' speech to the Parliamentary Party. Mr Jenkins, it is said, spoke too brilliantly. It is all very well for him to be a European, but not to be so articulate a European. So fevered is the Party's condition that a man who dares to speak with simple consistency evidently cannot be what he seems. He too must be assigned his portion of the duplicity which attaches to his enemies. In fact, he must be said to have threatened the leadership. That, we are told, was his motive and that his crime: and upon that can be focused all the energy which has been groping for any diversion from hard substantial matters such as the alternative to British entry.

In the attack on Mr Jenkins, as in the defence of Mr Wilson against the Press, the anti-Market case has reached a nadir of sophistry. This argues not merely a low view of the world but, which is far worse, an unreal one. Who are these people who are expected to believe that Mr Wilson has walked the path of total consistency since the beginning of time? Who is supposed to be persuaded that Mr Jenkins ought not to have argued the cause of his lifetime? Who is meant to be impressed by the spectacle of a party grovelling for a chimerical popularity by pursuing a chimerical unity? It really is unwise to treat all the people as imbeciles all of the time.

EUROPE AND LABOUR

TOO BIG A SPLIT FOR HAROLD

RONALD BUTT

WHEN MR WILSON rose to speak at the end of last Saturday's Labour conference on the Common Market, a position had been created in which it would have been perfectly possible for him to build constructively for the real, as distinct from the superficial, unity of his party. Instead, by his speech then, and by his tactics during the subsequent week, the politician who, above all others, has made a fetish of party unity, gratuitously set about destroying it.

The fundamental new fact that emerged as a result of Labour's conference was that the pro-Marketisers were stronger in morale, more robust in will and, most important, better equipped with support among the individual delegates at the conference than had generally been expected. It was quite clear, at the end of last Saturday's debate, that they were not going to surrender for the simple reason that they felt strong enough not to be obliged to do so. If the pro-Market Labour "rebels" stick to their guns, they are clearly numerically strong enough to defy the anathema of their leader and the crack of the Whips.

Any competent student of the House of Commons understands that the bigger a "rebellion" is, and the more it seems to call for discipline, the less easy discipline is to apply. For a rebel group to be deprived of the Whip, it must be small and insignificant enough for this action not to erode party numbers. It is one thing to apply penance or expulsion to a few unimportant heretics. It is quite another to apply them to so large a number that the result is schism. For example, it was possible to withdraw the Whip from a handful of extreme rebels after Gaitskill's peace with Bevan. It would never have been possible to expel the entire Bevanite wing of the Labour Party, or even to remove the Whip without causing total disintegration. It is no more feasible to beat the hard-core 40 or more Marketisers into submission now if they choose to stay firm.

In these circumstances, the obvious course for Mr Wilson last weekend was to have made a magnanimous speech which made a virtue out of the facts, however unpalatable they were to him. Of course, it is undeniable that he had previously got himself into a position where he and the National Executive Committee could not avoid leading the majority of their party against Europe. It was probably also inevitable that he was obliged to make this position clear to the card-carrying cohorts last weekend.

But it would also have been perfectly feasible for Mr Wilson to have complemented his anti-Market statement not merely with the acknowledgment he did make of the long-standing conscientious commitment of an important section of his party to Europe, but also with a generous recognition of the Europeans' right (which they will exercise anyway) to vote according to their consciences when the day of decision arrives in Parliament.

This need not have carried any implication that the Labour Party would refrain from applying the Whip. After all, even Mr Heath, who does not exactly suffer rebels gladly, and who insists (against the view of others in the Tory Cabinet) that the Conservative Whip must be on, has publicly recognised that some long-standing Tory opponents of Market membership will be conscientiously bound to vote against the Market and that there will be no question of withdrawing the Whip from them as a penalty.

Of course, private pressures will be exerted on the Tory anti-Marketisers to toe the line and nobody could have grumbled if corresponding pressures were placed on the Labour pro-Marketisers. But this is totally different from Mr Wilson's unseemly public repudiation of Mr Thompson and of Mr Jenkins. There is no justification for any implied threat that, after the Europeans have exercised their freedom of argument in the "great debate," they will then be expected to fall in line with the majority—whose decision Mr Wilson arbitrarily preempted by the tone of his own speech.

Mr Wilson's speech last Saturday was an attempt to rattle Mr Jenkins and his friends into submission—and when they refused to submit, this was perversely interpreted by Mr Wilson as a personal

attack on his leadership. The sheer presumption of Mr Wilson's tactics and of his outburst after Mr Jenkins had nailed his colours to the European mast last Monday, was breathtaking. Shielding behind the technical position that Labour's final and formal decision is not yet taken, Mr Wilson held himself personally free to make a totally anti-Market speech, declaring *ex cathedra* that the last Labour Government would not have accepted these terms, yet denying the right of his Chancellor of the Exchequer to say that in his personal opinion the majority of the Labour Cabinet would have accepted them.

Mr Jenkins' dissent, which has been open throughout, and that of those who think like him, is about an issue, not about the quality of leadership. Only Mr Wilson could turn it into that—and astonishingly, this plot-obsessed leader did just that. Poor Mr Jenkins: he is wicked; he defends, not himself, but his principles. It baffles belief that Mr Wilson fails to see that the Labour Party and its public credibility would have been more damaged if those who, like Mr Jenkins, have been campaigning for Europe, had tamely eaten their words.

What is more, after Mr Crossman's outrageous and characteristically pot-stirring outburst in the New Statesman against Mr Jenkins and those who think like him, one could hardly accuse the former Gaitskillites of paranoia if they interpret the events of the past week as some confirmation of their previous suspicions that the Labour Left might use the European issue to discredit them so as finally to reduce their significance in the Labour Party. Mr Michael Foot's public declaration that the party leadership should be reshaped on the basis of the October conference's anticipated anti-Market decision is further confirmation of the urge on the Labour Left to oust the Liberal wing of the Labour Party, who are substantially the old Gaitskillites.

One of the saddest aspects of the past week or two has been Mr Wilson's gravitation back to his old Opposition posture of hand-holding with Labour's Left at a time of its reviving vendetta against the Right. The plain fact is that if the attempt succeeded to isolate and discredit that wing of the Labour Party which carries most weight with the public for rationality, the party which Mr Wilson now leads could be irretrievably damaged as an instrument for Government.

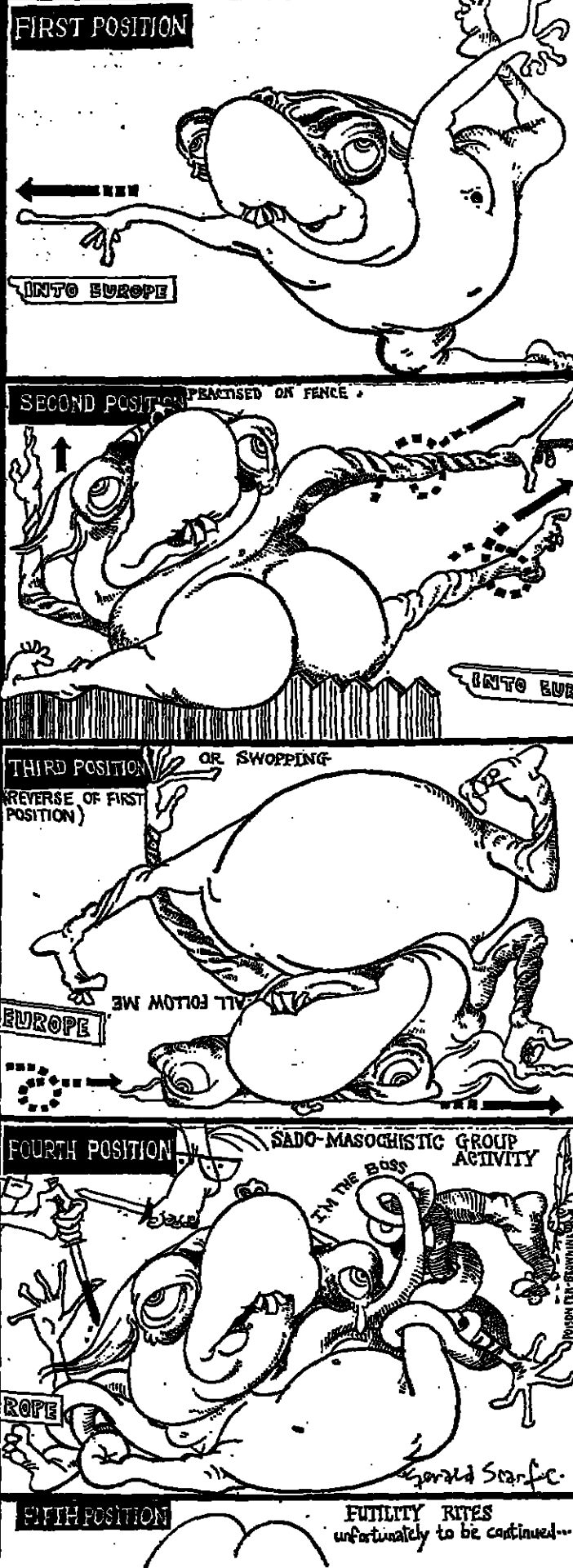
By the end of the week, Mr Wilson had been forced to make unconvincing gestures of peace. He had made two big errors. First, if he was determined to make his own view of the European issue dogma as from last weekend, it was surely a tactical mistake to connive at putting off the crucial conference vote. Assuming he was really determined to keep the Europeans down, he might as well have allowed the Conference to vote Europe down in a quick kill. This would have largely obliterated in the public mind, the fact that so significant a proportion of the constituency delegates were favourable to Europe. It was not exactly skilful of Mr Wilson to leave the Marketisers free to make their case, uninhibited by a conference decision, and then to complain that they had spoken their mind just as plainly as he had.

Secondly, he had underestimated the strength and determination of the Europeans. That it is he who has been driven on to the retreat, at least in a moral sense, is obvious by the subsequent reports that all his tactics are alleged to have been devoted to avoiding a position in which the October Labour conference might declare for a commitment to withdraw from Europe when in power. In the first place, what is to stop him resisting such a commitment openly? In the second, when was Mr Wilson in office bound by a conference "decision"? Not, certainly, in defence, foreign or incomes policy. A future Labour Government would be committed not by a conference decision but by its manifesto.

It is, perhaps, not too late to restore some remnants of order. But it can surely only be done if Mr Wilson recognises now the right of the committed Europeans to act on their commitment. This is the way to earn public respect and also party peace. It would also be the road to real, as distinct from spurious, unity.

KAMA WILSON

THE MANY POSITIONS PRACTISED BY HAROLD



BONANZA DAY IN MANCHESTER

Patrick Campbell

JULY 20TH 1971. Bonanza Day. The day the customers, the veritable consumer units themselves, went wild. The day they broke down the doors of the knitwear shops, the ashtray and souvenir shops, the crisps and biscuits shops, the carpet and rug emporia, even the portals of the dispensing chemists—one and all set afire with acquisitive lust by Barber's Beautiful Bonus.

And I was in just the right place to observe the milling crowds, the clutching hands, the perambulators piled high with electric toasters, alarm clocks, hair-dressing goods and other toiletry fancies.

Manchester. The heart and core of the hard-headed. The people who most of all know a bargain when they see one.

I was up, shaved, breakfasted and alert by 7.30 am on the morning of Bonanza Day, not wishing to miss a single incident—like, perhaps, two elderly ladies buying three ice-cream tricycles each on one trip to roll home 1½ miles of Axminster carpeting.

The streets, however, were strangely silent, though I bent a cocked ear far out of the bedroom window. Not many people about, either, when one might have expected massed hordes of housewives to be marching in from the suburbs carrying empty trunks, suitcases and laundry baskets, ready to receive the loot. Then the alarming thought occurred to me that, at 7.30 am, the battle might already be over. Surely the sagacious Mancunian shopkeepers would have thrown open their doors at first light, having been up all night long marking down children's bedsocks, mixed toffees, pet foods, vacuum cleaners and ladies winter woollies.

I left the hotel at a run and at the same speed made a circuit of Manchester's Piccadilly. It contained but a single member of the human race. A tramp, sitting on a dustbin, eating a piece of advanced cheese. He wore an overcoat, despite the comparatively balmy weather, with a length of rope around it. He looked at me with loathing. "Git

washed," he bawled, "ye dirty bastard!"

Not very nice. But, more important, there was no trace of Bonanza Day activities in any of the shops. All sternly closed, and the price tags on the kiddies' rompers and youths' beach wear looked as if they hadn't been changed for years.

I went back to the hotel, and read some more newspapers, all about the gigantic spending spree, the dramatic and instantaneous slashing of prices, new cars going like hot cakes, and a dynamic burst of energy in Britain's downcast economy. The time passed slowly until 9 a.m., when I judged that the man of trade must at long last be open.

They weren't in the case of at least one enormous store, which said it would open at 9.15, on a small notice on the door. Two women were waiting outside. "Larking forward to 'price coots, then, are yab, luv?' I said, in the local dialect, hoping to warm them into some revelation.

They both looked at me in alarm, drawing closer together for protection. The smaller one even took the larger one's arm. "Coom away, Gladys," she said nervously. "Fools!"

Another large store was, however, open further down the street. Straight in and the purchase of a comb marked 10p. I left out the local dialect this time and said to the assistant, "Have you done your price slashing yet?" I might have been speaking in Hungarian. She looked at me very warily for a long time—a small, mad little thing with gingery hair. "Yullavask manageress," she said in the end.

I lunged out of there all right. I can tell you, and bought a tie in a gentlemen's haberdashers' next door, priced at £1.50, posing the usual inquiry. The haberdasher looked pained at this crude commercial intrusion. "We're not bothered with all that," he said loftily. "Might knock a few pence off later on." He allowed himself a short, contemptuous laugh. "Got to show willing, you know."

So died Bonanza Day in Manchester, at 9.22 am, July 20th.

EUROPE AND AMERICA

DANGERS OF THE TRADE WAR

DENIS HEALEY

IF, as President Nixon said of the United States, "Vietnam has almost totally obscured our vision of the world," the problem of enlarging the Common Market has produced a similar myopia in Europe. Yet the prosperity of ordinary men and women on both sides of the English Channel depends primarily not on Britain's relationship with the European Economic Community, but on what happens to world trade in the next few years.

The unprecedented growth rates in most of the developed countries since 1950 would have been impossible without the steady increase in their trade with one another. Between 1960 and 1969 world trade doubled, and for every 1 per cent increase in a country's growth there was a 2 per cent increase in its trade—indeed 2.4 per cent for the Common Market countries. But the last few years have seen a steady increase in regional discrimination of which the United States has been the main victim. America's reaction was inevitable. In 1970 only the mid-term elections prevented the Mills Bill from becoming law and imposing ruinous quotas on American imports of textiles and shoes. Two months ago Mr John Connally, US Secretary of the Treasury and a possible future candidate for the Presidency, warned America's allies that they could no longer rely on her for their defence unless they not only carried a bigger share of the military burden but also liberalised their trade policies.

Few Europeans seem to appreciate how much the climate inside America has already changed and how much further it could go unless they respond rapidly to the challenge. In 1934 the average American tariff was 60 per cent. This was steadily reduced after the war and the Kennedy Trade Expansion Act finally brought it down to only 9 per cent. Since 1962, however, the effect of American tariff cuts in the Kennedy Round has been largely cancelled out by new quantitative restrictions on foreign imports, and domestic pressures for more protection have been mounting rapidly. The internal lobbies for free trade are weaker in America than in any other Western country. Exports account for only about 7 per cent of her total production of goods. The trade unions have turned strongly against free trade. The farmers, who benefited most from free trade in the past, have been hit increasingly since 1966 by the Common Market's agricultural policy. But the most important factor is the collapse of confidence in America's world role and with it a growing reluctance to sacrifice domestic interests on the altar of foreign policy.

This has produced a much colder attitude towards America's allies in Europe and the Far East. At a time when the US is spending well over twice as much of her national wealth on defence as her allies are, the foreign exchange cost of stationing American troops abroad is \$5,000 million a year—about twice the American balance of payments deficit foreseen by the Organisation for Economic Co-operation and Development in the next few years. It is not surprising that allied claims that the dollar is overvalued or that Washington lacks financial discipline produce the sort of reaction Secretary Connally displayed in his speech. Even if the Administration continues to proclaim its faith in free trade as a principle, it is bound to show increasing toughness in defending America's interests in practice.

There are three areas where Common Market policy will become a major target of American attack. So long as the Common Agricultural Policy depends on price guarantees without production quotas, a good harvest will not only squeeze American food out of Europe but also lead to surpluses which are dumped in third markets against American competition. It is obvious that either introduce quotas on food production or move to a system of income guarantees instead. But since France can veto any change in the CAP it is difficult to see this happening quickly.

In the second place the Common Market policy of exchanging preferences with its Associated States in the Third World greatly extends the area of discrimination against America, as well as

favouring Africa as Asia and pushing America into a similar ferocious bloc with the Association with other like Spain, Israel, a EFTA countries which want full membership pounds the offence.

Finally the American that the Common Market discrimination against imports is partly re for the USA having to main burden of Japan competition. America seat takes about 14 Japanese exports at \$1,000 million deficit trade with Japan.

Japan itself, of course, other main target of resentment. In 1960 ports were equal to mainland China. Su with barely one-eighth China's population, it creased her exports 1 times. Yet despite this achievement, and th fantastic growth rate it is based, Japan has used her trade more si any other developed Most other countries that Japarts rector rest on a grass unde of the yen, which is threat to th stabili international noneta she currently enjoys of \$4,000 million on h of trade. Yet Japan tises severe disc against foreign firm ment and ownership frontiers.

As things now sta is likely to suffer Europe from a reversion to pro particularly since si cans would not be seeing her turn so export surplus into and so help to com America's military from Asia. No one v of history or a feel future could contem a development witho

What can be done the trend of the last The OECD has ju to set up a sma group in the autumn the problem and guidelines. But this sally seen at presen a holding action t problem vaguely in after the American election and after comes a member o mon Market—assum ment so decides.

There are grave waiting so long. Nixon's determinat the American econo whatever the cost could face Americ major trade crisis election is over: ind faces similar risks. Barber's refashioner An American backl the election camp what was seen as al mindedness could astrous consequence ton circles already t ducing import surr export subsidies. retaliation it bound.

No country has from a shrinking in than the United Kin if all four new ap the Common Mark of Britain's exports countries outside the Community and mates that North A be Britain's last market this decade the Government h head well down in a national discussions little clue of its intie there are some von President Pompidu congratulated Mr recognising tha "should remain bu cut itself out to w from the wider we

As the Great I ceeds, the more marketeers are tet ploit anti-American as squalid and irr way as some of the exploit anti-Germ Yet the strongest enlarging the Com in my view is t could, if she wishe balance of opinion Community, a g regional protection has contributed s recent years to the a world trade w Europe would suf than her compell Britain, at least i is prepared to act a horse of the Unitd balance of argum decisively against l

Bryn Campbell

Sunday Times reporting team charts the path of an
liner that flew into the centre of a lethal Arab intrigue

THE MEN WHO TRAPPED SPEEDBIRD VICTOR MIKE

IT IS NOW PLAIN, a stroke of bluff which down BOAC Flight 045 by at 0132 hours GMT

most the same moment. mov transport plane was into the ground 1,500 away in Saudi Arabia, half a dozen major Iraqi

crash in Saudi Arabia is an almost total. Some "eyewitnesses" the plane exploded on from Jeddah Airport. reports assert that it was down by "unmarked

is certain is that both fit into the web of an international intrigue—t partly improvised—ramifications also Dom Mintoff's hopes for independence of Malta, and is of the now isolated government in Iraq.

story has one of its roots in an astonish-ent, a little over a year the followers of the were massacred on an in the upper Nile. It is time time an episode in f-defeating quest for ity. A murderous chaos elapses the Arab world, e Atlantic shore to the Gulf, and from the reanean deep into Black

also clear that the two were taken off BOAC Victor Mike—Lt-Col and Major Hamadallah, losers in a deadly game if they have not yet ing-squads, like four of leagues in the short-Sudanese government uested Jafar Nimeiry e presidency for just

MEDIATE CHAIN OF began with the coup Sudan on Monday. It or Hashem al-Atta who at a proclamation last night, announcing that ad passed from Presi-meiry to a new revo-council of seven. al-Atta, it was subse-announced, was to be commander-in-chief. president was to be Babakr al-Nur Osman, new Prime Minister rouk Hamadallah. All ficers had been dis-

missed by Nimeiry last Novem-ber for their Left-wing sym-phies. The last two of them were in London.

Colonel al-Nur had been in London since July 7. He stayed in a flat, and visited a hospital for treatment for a kidney complaint.

On Tuesday the Sudanese Embassy booked seats with BOAC on Flight 045 for "two of our VIPs." But on Wednesday Colonel al-Nur gave interviews to reporters from all over the world, saying that he was returning to Khartoum that evening. As there is only one flight a week from London to Khartoum, that meant BA 045.

"We wish we had been more discreet," said a Sudanese embassy official in the brief interval between the news of the hijacking and the news of the counter-coup. (Colonel al-Nur, incidentally, was trained for military intelligence work in Britain.)

Khartoum airport was reported closed since the coup,

traffic control area to the next, each of which will have received a detailed flight plan in advance by telex.

As the VC 10 crossed over Caraffa, in the "instep" of Italy, it was still under Italian Central control. But by about 0045 GMT, now out over the Mediterranean, it was approaching Malta Flight Information Region. Malta FIR is run by International Aeradio Ltd., in which BOAC is the biggest shareholder. Most of its staff at Luqa, the Malta International airport, are Maltese; only the three top managers are British.

The pilot, Captain Roy Bowyer, made a routine call. "Speedbird 045 en route Khartoum. We will be crossing FIR border at 1250 Zulu. Flight level 330, estimating Benghazi 0130 Zulu." "Zulu" is airman's language for Greenwich Mean Time.

Malta control then queried the VC 10's destination. The controller thought Khartoum

under 40,000 feet. "If the aircraft had wanted to fly straight on," he said, "it should have been above 40,000 feet, and could have continued then to Malta and we'd have given the aircraft permission to come back here or to Rome, whichever it wanted. But we had no authority to give instructions."

Mr Ferro's account should be placed in context. The new Government in Malta gives high priority to its relations with Libya. Yesterday Mr Mintoff sent his deputy Prime Minister, the poet Anton Buttigieg, and his Finance Minister, to Libya. Their mission was to explore a Libyan offer of £15 million a year in aid . . . "without strings."

BOAC insist that no Libyan fighters were in the air when the threat was received. So could the Libyans have shot Victor Mike down?

Colonel Ghaddafy has ordered the ferocious total of 100 of the latest French Mirage jet fighters, but none of them are yet operational. French sources have said that the first Libyans presented for training were "incapable, for psychological and physical reasons, of becoming familiarised with ultra-modern jet aircraft." In the meantime, the Libyan Air Force relies on ten American Northrop F-5A lightweight jet fighters, of which several are thought to have been crashed lately. The F-5 is capable of Mach 1.4 speeds, but even at Israeli standards it would take all of five minutes to climb to 30,000 feet and catch the airliner—which by then could have been well out of Libyan airspace.

The evidence suggests that Benghazi was bluffing, but unfortunately for the two Sudanese officers, it was a bluff which no airline pilot could afford to call. At 0139, Bowyer said he would land, but would have to circle for an hour losing fuel to get into the short runway.

A steward went and woke the colonel and the major. As the big jet circled, they tore up handfuls of papers and crammed them into ashtrays. They behaved with great courage, for men who must have realised that they were probably going to their deaths. Major Hamadallah made a joke about having another whisky, because Libya was dry.

At 0230 Flight 045 landed at Benina. The short presidency of Colonel al-Nur.

THE REASONS for the hijacking go back to the spring of 1970. At that time Jafar Nimeiry, president of the Sudan, took two decisions. He went along with his ally, Colonel Ghaddafy, in Libya, and with Gamal Abdul Nasser, still president of Egypt, in the first, cautious moves towards a federation of their three countries, which between them cut off a huge triangular corner of the African continent.

And he killed the Mahdi, leader of the great Ansar sect and descendant of the martial prophet who gave Britain so much trouble in the 1880s.

Some thousands of the Ansar were rounded up on an island in the Nile. Many were killed, and the Mahdi himself was said to have been "shot while trying to escape."

Nimeiry thus broke the strength of the Ansar sect for the time being. But he also deprived himself of the counter-force which men in power in Arab countries have always had to use to protect their Left flank: traditional Islamic faith.

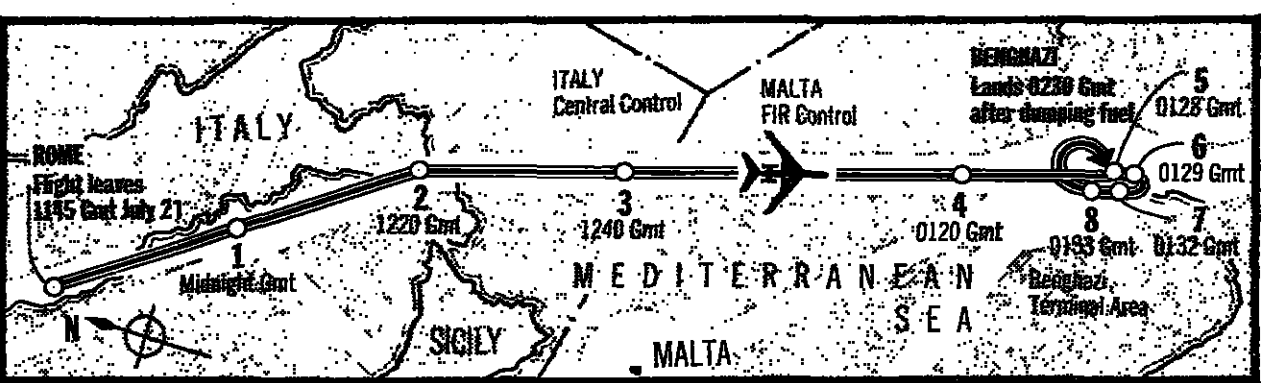
In an effort to balance his destruction of the Ansaris, Nimeiry moved decisively against the Sudanese communists.

By last November he felt strong enough to outlaw the party and expel its three closest associates from his Revolutionary Command Council—Colonel al-Nur, Major al-Aita and Major Hamadallah.

Two general factors condition the struggle in the Sudan, and at the same time give it tremendous importance for the



President Nimeiry of the Sudan (centre) listens to President Sadat of Egypt. In the background, Colonel Ghaddafy, President of Libya, prophet of "Arab unity": the man who captured Nimeiry's enemies in mid-air.



THE PATH OF BA 045

1. Enters Italy Central control.
2. Passes over Caraffa.
3. Calls Malta control.
4. Contacts Benghazi.
5. Ordered to land.
6. Turns back for Rome.
7. The Libyan threat.
8. Pilot agrees to land.

whole Arab world. First, the Sudan is not merely the largest country in Africa, with 15 million people scattered over a land area two-thirds that of India. It is also the hyphen between the Arab world and the equally turbulent world of black Africa.

The Sudan has common frontiers with Egypt, Ethiopia, Kenya, Uganda, the Congo, Chad, Libya and the Central African Republic. It also faces, across the Red Sea, conservative Saudi Arabia, a divided Yemen, and the radical South Yemen.

In half a dozen of these neighbouring States, ferocious conflicts are taking place: between the Government, supported by French troops, and rebel forces, for example, in Chad; or between Haile Selassie's Government and the Eritrean rebels in Ethiopia.

But the Sudan itself has been the theatre for the last ten years of a savage civil war between the Anya Nya rebels, drawn from the black peoples of the southern third of the country, and the Islamic majority which controls power in Khartoum. This war, in which 500,000 people—probably some exaggeration—are said to have been killed, is the cutting edge where Black Africa and the Middle East meet.

Secondly, since the Arab disaster in the June War of 1967 and the rise of the Palestinian guerrillas—who threatened to damage Arab governments more than Israel—the Arab regimes have all been involved in a complex struggle for survival.

A desert prophet

That was why a planeload of Iraqis died when the Antonov crashed at Jeddah. The Baath Government in Iraq started out bitterly hostile to Arab Communists, though a willing ally of the Soviet Union. It was also, for historical and national reasons, savagely jealous of Egyptian leadership of the Arab world.

Recently, as it watched the Palestinian guerrillas destroyed in Jordan, and the Syrians making friends with Egypt again, the Iraqi Baathists had felt more isolated than ever. A regime in the Sudan which would help to pull the rug out from under President Sadat by challenging his Arab Federation was just what they would have wanted.

Acting swiftly on the old Arab principle that "the enemy of my enemy is my friend," they forgot old Baathist Communist rivalry and despatched their goodwill mission—to its death.

In this struggle for survival, Nimeiry was in a difficulty. His best safeguard against the challenge from the Sudanese Left, once he had crushed the Ansar sect, was to move closer to Sadat and Ghaddafy in the Arab Federation. But that aroused more discontent at home, especially in the South where the Negroes saw their identity threatened with submergence in an Arab super-state. Hence Nimeiry's inability to pursue the Federal idea in April this year when Ghaddafy, Sadat, and Syria's President al-Assad signed a further treaty while Nimeiry declined. Hence, also, the immediate emphasis on regional autonomy for the

South in the proclamations of the rebel officers in Khartoum last Monday.

A further factor in all this, however—and a characteristically Arab one—is the strange personality of Colonel Ghaddafy. The Libyan leader is an Arab visionary: a devout and ascetic Muslim, raised as a schoolboy in the remote Libyan desert on the dreams of Arab unity which he heard from Cairo Radio.

In Nasser's early years of triumph, 15 years ago, unity was the cry: "from the Atlantic Ocean to the Persian Gulf." But for most Arabs that dream faded in the humiliation of

defeat. Only Ghaddafy seems now to believe in it with any conviction; and most of his more erratic-seeming actions are inspired by his youthful determination to make that dream come true. That was why he, alone among Arab leaders, went on trumpeting his cry for revolution in Morocco ten days ago—long after the Moroccan rebellion had failed.

And that is why, on Thursday morning, he forced down the BOAC airliner to remove from it the two men who, in his eyes, were determined to undermine his personal vision of Arab unity by their secular challenge.



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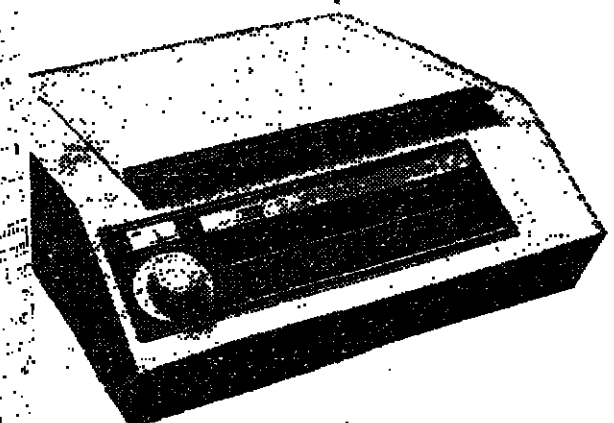
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views about rough play in New Zealand, was as usually, I dare say, a rashly, non-conformist. Every country has to solve this problem in its own way," he said "and I would not want to interfere in New Zealand's domestic affairs."

Coach Carwyn James thought that the fever aroused by the Rugby World Cup competition might have something to do with it, but felt that coaches were the key men in the issue. "They must make it clear to their players that if they go in for any rough stuff they will be dropped, for several matches," he said. But people have been violent for 50 years, and my knowledge as well as my demanding that referees should send people off.

But only the very best will do, against these dour, but still for- midable, All Blacks. There must be no repetition, for instance, of the wild tapping back from the line-outs that made life such a nightmare for scrum-half Gareth Edwards in the mud at Christ- church. The All Black forwards were on to him like the twin claws of a grab, from both ends of the line-out, and he was al- ready demolished. But it was his forward's fault, not his.

The rat then spread, progres- sively, to Barry John, at fly-half.

Another failing at Christchurch was the poor policing of the blind side of the scrums and rucks. Three of the All Blacks' five tries stemmed from this, and a fourth, by Kirkpatrick, started with a breakaway from a maul, but on the open side. To be fair to wing-forward John Taylor, who was held to be largely responsible for most of these omissions, he was suffering from a resounding crack on the head, received in the first few minutes and had

● THE powerful Keith Murdoch, who first two Tests because was named yesterday Zealand team for the against the British Lionington next Sat replaces Richie Guy change from the team the Second Test.

Team: L. W. Mc Williams, H. T. Jos Hunter, W. D. Cot Burgess, F. M. Col A. J. Wyllie; Second Kirkpatrick, C. E. 1 Whiting, A. McNaug row, K. Murdoch, R. B. I. Muller.

Cricket: at Lord's Scrooge tries India's cool

[illegible]

Younis, Roope save Surrey

By tea both men were in their grog and battling with complete confidence that they would be the victors in a useful haul of bonus points. The shore most of the day Leicestershire pulled in a few fish, but the sea more seamy with spin rarer and gold dust though there was a few small fish taken. The weather conditions gradually became cooler and neither Youns nor Roope were in the mood to go out. The only error came from the stroke with which Youns reached the end, and edged out against the wind, and which was a frank admission of defeat.

Underwise Leicestershire received no consolation for his defeat as points were accumulated. Youns pulled and drove strongly and Roope hit hard and fast, but the latter was always foretell on the back foot. Initially Surrey had hardly been expected to win the match, but the boys after 68 minutes three wickets had crashed during four overs. After 10 minutes 45 runs on the board. Two fine catches and an unnecessary run-out were the only errors. Leicestershire at this stage had seized full control.

At the end of the first out-come of the first day, the first day's play was over. The first day's play was over. The first day's play was over.

with Gareth Edwards
 saved the Lions face
 John's conversion but
 of points on the tour.
 But this was not
 half a day. Perhaps
 it for next Saturday
 so, anyway!
 Auckland: R. C. W.
 Palmer, N. C. Williams,
 born B. G. Williams,
 D. M. McIntyre, No.
 Second row: N. R. Gill,
 J. Whiting, J. D.
 Edwards, Iron, R.
 A. Ulich, G. Brown
 British Isles: J. P. R.
 R. Davies, J. S. Spencer
 C. O. Edwards, J. D.
 Second row: J. F. Arnold
 I. G. Evans, R. F. Smith

[illegible]

Inside track

No Names

THE De Beers £90,000 boost for racing (£30,000 added to the prize money of Ascot's King George VI and Queen Elizabeth Stakes for three years) leaves one major question unanswered, at least publicly. Just what are De Beers Consolidated Mines Ltd., the South African diamond concern, getting for their outlay?

There is no question of the association being directly attributed; no suggestion of the words De Beers appearing in the race title. From Press headlines and an expression of delight and deep gratitude from the Queen, De Beers have no promise or conditions on paper.

For any British company to put up so much for so little is highly unlikely. Certainly not W. D. and H. O. Wills, who sponsor 29 races for £50,000 a year. "The primary rule of sponsorship," says Bill Kalloway, their special events manager, "is to be seen to be involved." That means getting their name attached to the race title. But unknown to the racing world, De Beers are not the first company to be attracted by an unannounced decision of the racing authorities to accept sponsorship on a grander scale.

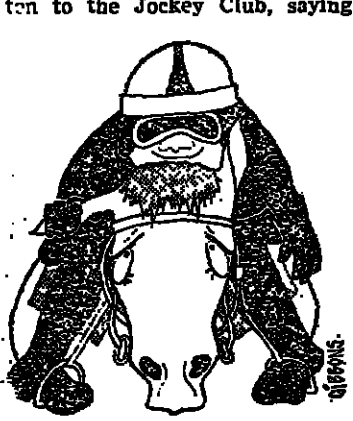
Wills themselves negotiated to sponsor the Eclipse Stakes at Sandown to the tune of £10,000 for each of the next five years. The deal fell through when their attempts to call it "The Embassy Eclipse" were turned down. For, while racing is keen on commercial sponsorship for at least two other major races (the Champion Hurdle and the Gold Cup), they are looking for more "anonymous" donors, to whom only five classics are now barred.

YOU win some, you lose some. The Welsh Horse Association, finally asked by the Government to call off their Rhodesia tour (which it was felt was "undesirable" and not calculated to help exploratory talks with the illegal regime) now plan to send over the summer to the same fixtures on the same dates under the name "The Welsh Dragons Hockey Club" after all. Welsh H.A. spokesman David Morgan's pipsqueak reasoning: "Why, then, tennis produced a meeting between Red China and America."

Manx Derby

THE racing world isn't going to like this, but the Isle of Man Tourist Board is about to upset their very own record. The board is staking a claim that the Derby, no less, belongs historically to them; it began with the 7th Earl of Derby, then Lord of Manx, at Castletown exactly 300 years ago, and, they claim, continued until 1836. (The Epsom Derby was started, or "revived" by the 12th Lord Derby in 1780.)

The Tourist Board have written to the Jockey Club, saying



they intend to announce next week plans to celebrate their 300th anniversary, for which they claim a Manx Museum full of documentary evidence, including the original programme, in the hand of the 7th Derby, of the Derby Race 1711. Lord Derby allowed £5 to be taken from the stakes, to continue yearly under its pleasure.

Celebrations will, we trust, take care not to disturb the 10th hole of Castletown links, which stands on the old racecourse. And, we have it on the highest authority, that the Islanders do not anticipate Jockey Club reprisals on the birthrights of their recognised sport, motor-cycle racing.

YESTERDAY'S announcement by MCC Secretary Billy Griffith that the International Cricket Conference confirmed that the Rest of the World series last year were unofficial Test matches in our view compatible with his additional statement. This said there was nothing decided which would in any way alter the record of these matches as laid out in the 1971-72 series. Still less is the subsequent confirmation by Mr Griffith to us that there was nothing decided which would in any way alter the interpretation by Wisden's of individual scores in the series. We asked last year how runs gathered or wickets reaped in an unofficial match can be added to, or compared on merit with, ones in an official Test? We now ask the question again.

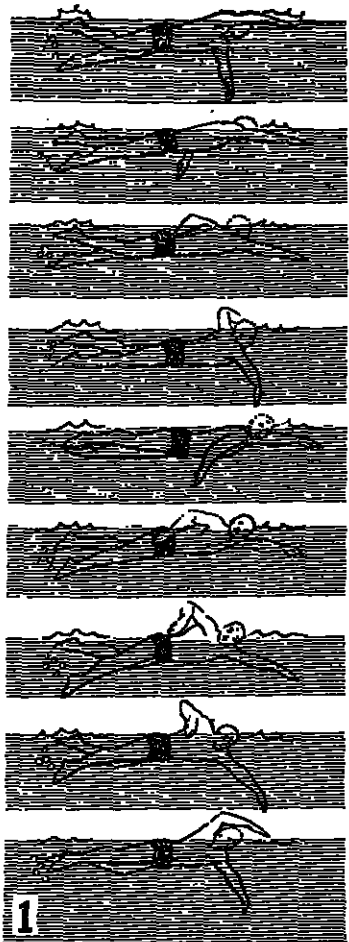
Drob Returns

JAROSLAV DROBNY, the 1954 Wimbledon champion, returns to public tennis at the age of 53 on the Dewar Cup circuit in October. "I never retired," he insists, "I have been playing club tennis all the time." He has shed a stone since Dewar invited him to return and, at 13 stone (he was 12 at his best) intends to take two warm-up American tournaments next month.

"I'm playing my best indoors, it suits my game," he says. "I can still give a good game to anybody without looking silly." Wouldn't it, however, be safer to stick back in retirement and protect the major tournaments to a great player? "Sure, but people have forgotten that I ever won Wimbledon," he says. "Anyway, the way things are going, I can win it again. If the W.C. and I.L.T.F. don't come to an agreement, there won't be too many players left to oppose."

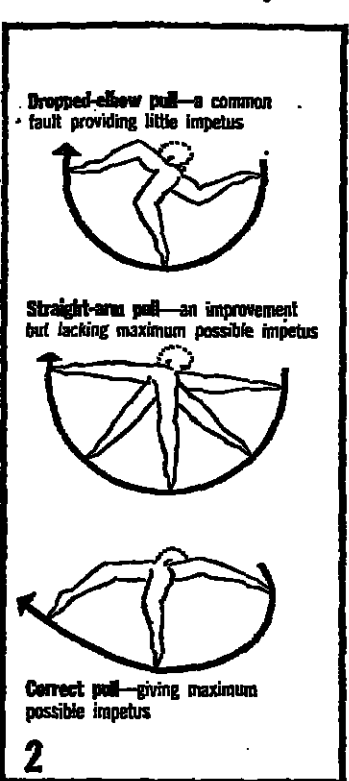
CRAWL TO PERFECTION

FRONT CRAWL is the fastest way for a human to propel himself through water without artificial aids. Having explained the steps leading to the elementary dog paddle last week, the door is opened to discussing the major development in your child's swimming ability. The second in our series initiated and written by JUDY GRINHAM, devised and drawn by PAUL TREVILLION.



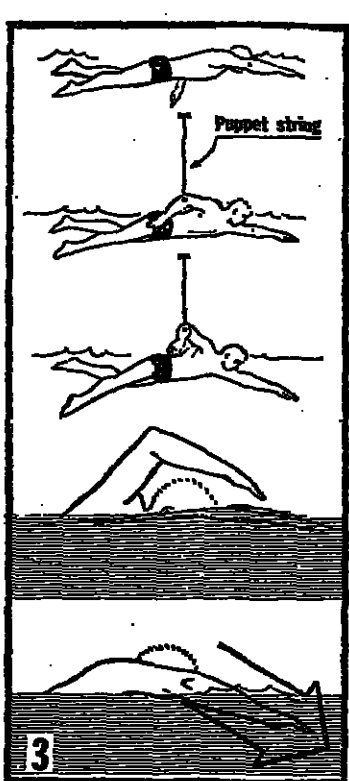
1 In the front crawl, the leg kick is exactly the same as for the dog paddle—a narrow, 18in walking movement starting from the thigh with only a slight knee-bend and toes turned in; the legs should kick a total of six times to one pull by each arm. But fairly firm strokes, although fairly simple, needs to be practised out of the water. A mirror at home can be used to watch and correct movements (and breathing)—and the stroke tried while lying over a stool. Any practice out of the water will encourage a flowing, continuous stroke.

2 and 3 The pull is made through the thigh, still keeping the elbow slightly bent (top-class swimmers have developed the "S" pull—a full-pull stroke—out in the beginning it is best to keep to a simple arm pull). For the recovery, imagine that a puppet string is attached to the elbow and when the thumb brushes the thigh, a puppeteer pulls the string. The elbow bends, is drawn out of the water first, with the relaxed hand following, and is lifted high enough for the hand to clear the water. The hand should never be raised higher than the elbow at any point during the forward swing of the forearm to the entry point. The forearm should enter the water first, in line with the shoulder,



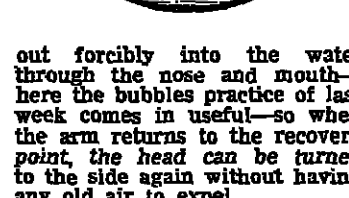
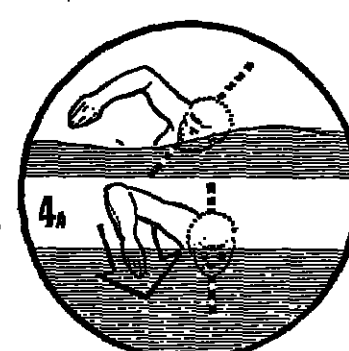
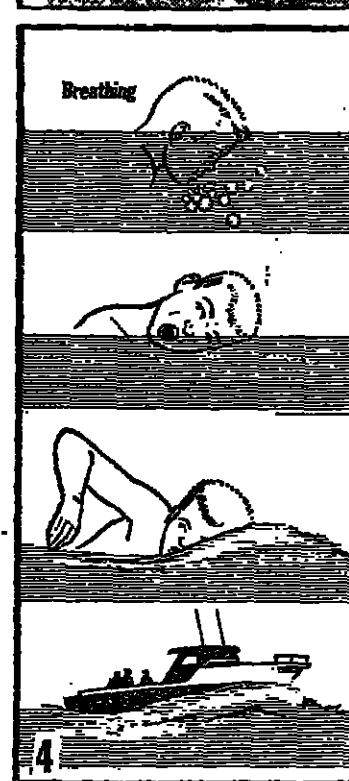
with the palm facing the bottom of the pool and elbow slightly bent. To synchronise the arms and legs, the face must be put in the water with the hair line along the surface keeping the body flat. The legs should be kicked first, which helps in keeping afloat and provides propulsion while trying the arm stroke. The breathing should not be tried yet because, although it will be possible to do only three to five strokes before taking a breath, it is important to perfect the stroke first.

4 Co-ordination between the breathing and arm stroke is the most difficult part of the front crawl, indeed swimming in general. The breath is taken on front crawl when the arm on the breathing side has reached the thigh and begins the recovery. To achieve this, one should first



determine which side is preferred for turning the head. In the pool, practise holding the rail with one hand, putting the face in the water, leaning forward, and turning the head until the mouth clears the water line to breathe away from holding-arm. When this is done confidently, the next step is to stand away from the poolside and, leaning forward in a flat position from the hips with the feet still firmly placed on the bottom, performing the two arm movements with breathing.

When this practice is translated to the complete front crawl action, the forward impetus provided by the arm pull and the leg kick creates a bow wave around the head just like a motor boat. The head is turned to the side to draw breath in the trough as the arm is lifted from the water. All air should be blown



DO ● Maintain a flat, streamlined position at all times. ● Keep the head down. ● Commence kicking with the feet first before starting the arm stroke in the early stages. ● Keep the kick narrow. ● Practise the arm movement and breathing as much as possible out of the water. ● Keep the arms relaxed on the recovery.

DON'T ● Overreach for the entry and during the pull. ● Tuck the arm underneath the arm on the recovery. ● Introduce breathing until the whole stroke is mastered. ● Lift the head when breathing—just turn it. ● Expect front crawl, with breathing, to be mastered quickly—it takes time to click.

SHOW JUMPING

THE sudden sky-high rise in the price of horse flesh has left the British show jumping contingent gasping. Never in their wildest dreams had they imagined paying or, better still, selling a horse for £50,000—the reputed price of Askani—as the determination of the Germans to win the Olympics on their own ground that money appears to be no object.

David Broome, who has the brightest young Olympic hope in Sportsman sees the Germans' point of view: "You can knock down fences with a £10,000 horse which is what we tend to pay, but Askani has won the world's grand prize and the King George V Cup within a week.

"I paid over £2,000 for Sportsman before he had even jumped a round. I like to think he is worth a hell of a lot more now, especially after his performance in the John Player Trophy," said Broome. "But I don't see anybody in this country paying that sort of money."

Bert de Nemethy, the trainer of the US team, takes a different view. "No horse is worth that amount of money, certainly not in America," he said. He sees it as a different matter. "The US wins something like 8 gold medals in an Olympic Games, so nobody gets wildly excited about equestrian sports. Most people at home cannot even spell the word. For the Germans and the British it is a different matter. Riding is a popular sport and offers the biggest chance of a medal, so if they find somebody with that sort of money good luck to them."

It still needs a lot of confidence to put the money down for Askani who was bred in Germany, was first sold to an Italian girl, a NEW offshore race over a course of 360 miles, is being run by the Forth Corinthian Y.C. It will start on Granton, Edinburgh, on September 4 with an expected entry of over twenty yachts. The competitors will round Fair Isle, leaving it to port to the finishing line at the entrance to Shapinsay Firth, Orkney. From your knowledge of the Fair Isle channel, this could be a very tough race indeed.

The event is being held in conjunction with The Scotsman and The Highlands and Islands Development Board. The best corrected time in the fleet will win the Benson and Hedges trophy, while The Scotsman trophy will go to the first boat across the line.

Sir Alec Rose will be the official starter. Chay Blyth is expected to accompany him. Entries close on August 10. The race will start on the Forth, and the competitors will round Fair Isle, leaving it to port to the finishing line at the entrance to Shapinsay Firth, Orkney. From your knowledge of the Fair Isle channel, this could be a very tough race indeed.

The Fair Isle International race is open to yachts of Classes I-V, under the International Offshore racing rule. There will also be a Junior Offshore class. Entry fees will go to the RNLI.

Money no object to Germans

by Raymond Brooks-Ward

and never got over the first fence. It is only recently that he has climbed to the top. Gert Wiltfang, Askani's young rider, appears to be completely oblivious of the responsibility of riding a £50,000 worth of horse flesh. "To me he's just a good horse that keeps winning," he said.

This sort of money will not come to this country. Show jumpers have no breeding value and, as we all know, they can go lame all too easily. The biggest selectors have taken another

beating this week over the omission of Marion Mould from the British team, and they must be wondering what they have to do to keep everybody happy. This time they are in trouble for sticking to their pre-season plan of trying to weld together a British team for Munich. They can take heart from the success yesterday of our young riders in the Calor Gas Championship. None of the young international riders from overseas got through the first round which shows the standard in Britain. Graham Fletcher, a bright hope for next year's Olympics, set the others a tough target on Talk of the North. Mallowrey Speers was the only one to look like beating Fletcher and was ahead on the clock when Meridian rolled a brick off the last wall.

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TENNIS

Bedford's record bid wrecked by injury

by Cliff Temple

DAVID BEDFORD dramatically dropped out of the AAA Championship 5,000 metres with four laps to go at the Crystal Palace, London, yesterday. Bedford, who had promised to have a go at the world record if conditions were right, was on schedule for this attempt when he suddenly gave up with a leg injury.

At the time he was well ahead of his rivals and this certainly ended his hopes of being selected for both the 5,000 metres and 10,000 metres at the European Championships in Helsinki next month. He is this year's fastest man in the world over both distances.

Bedford appeared to be going quite easily, but as he passed the seven lap mark he held his right leg, limped on for another 30 metres, and then pulled off to the right of the track.

It was a sad and bitter moment for both Bedford and the estimated 14,000 crowd who had cheered the European record-holder all the way.

In his own words, David Jenkins, the 19-year-old Edinburgh University student, underwent a new experience yesterday. As expected, he won the 400 metres title, but instead of the yawning superiority he had been anticipated to display over his British rivals, he barely held off their challenge. His winning time of 47.18sec was slower even than his semi-final time on Friday night.

The race will cause Jenkins and his coach John Anderson to have a long and deep discussion to discover the reason for the performance being more than a second (or eight metres) slower than they had hoped.

Champions, of course, look for reasons, not excuses. But the young man widely heralded as our best one-lap runner since Robbie Brightwell seven years ago, will have suffered a slight knock to the confidence engendered after his victory over Jean-Claude Nallet, the French star, earlier this month.

Nevertheless, he is champion, and number one and if he is to have an off-colour race this year, he would far rather have had it yesterday than at the European championships in Helsinki next month.

This left the way clear for Mike Baxter and Alan Blinston, who drove ahead of their rivals, Baxter, from Leeds, was first to the tape in 13min. 39.5sec.

Bedford was in tears when he went into the dressing room

ATHLETICS

Bedford's record bid wrecked by injury

by Cliff Temple

where he was examined by a doctor who said he had a slight hamstring strain, but he should be fit for Helsinki.

Officials of the AAA's had their prayers answered as a capacity crowd watched the championships. It was a novelty to see spectators arguing over who had which ticket for which seat, not a common sight for athletics these days, and even despite the Association's optimism this year, the printed programmes were sold out before the afternoon activities got under way. Claustrophobia threatened watching a meeting at which you can usually stretch your legs.

The junior 3,000 metres, first track final proved a good foil to the promised feast of athletics. Midlander David Black, already senior Inter-Counties champion at 5,000 metres, set a UK Junior record of 5min 0.8sec, running with the bolt upright action one would almost expect from an 18-year-old police cadet.

His time took four tenths of a second off Ian Steward's record set in 1968, and the wisdom which kept Black from running in the senior 5,000 metres later in the afternoon indicates that he is anxious to make the British team.

A more mature athlete, Dave Cropper, former AAA champion, also appeared that way during the 800 metres final. Without the European championship qualifying standard to his credit this season, and the team for Helsinki being selected today the race was virtually his last chance to stake a claim. But while Peter Browne's determined attack 360 metres from home saw him to victory in a personal best time of 1min 47.5 sec, Cropper tied up in the straight, finishing second in 1min 48.3 sec, three tenths outside the time he had to achieve to be considered for Helsinki.

In a way it was disappointing not only for Cropper, but also for British supporters. On his day, and in a slow tactical race, Cropper is as fine a competitor as we have, but the ability to run a super fast on occasions as well as a handy ace to have up your sleeve.

"See the fastest man in Britain" blazed the posters advertising the meeting, and the fastest proved to be the smallest of the night in the 100 metres final. Bro Green, who stands just 5ft 6in, has the fastest start and led all the way into the gusty wind to wind by 2 metres. He's no spring chicken, 30 years old but enjoying the lease of speedy life, the envy of his younger rivals.

I've raced for the first time this winter. Weight training. That's the secret. That's how I get such a fast start. It's an explosive event, isn't it?"

RACING

Gallacher shares lead

by Dudley Doust

A SIGN IN THE Zur Vahr clubhouse near Bremen warns against the adders and vipers which crawl in the rough on the course where the German Open yesterday moved into its third round. But neither these creatures nor the whopping great course itself, 7,200 yards long and par 74, have proved as deadly as expected. After two rounds no fewer than 32 players stood under par with Bernhard Gallacher and Roberto de Vicenzo leading the field by a stroke.

Gallacher, playing the golf of his life, shared the three-quarter stage lead yesterday after he had a round of 72 for a total of 211 strokes. He now stands level with the opening day leader, Neil Coles who scored 71 for a similar total.

The other Scots and Irish finishers were Hugh Boyle 216, George Will 220, Tolland 223, Harry Bannerman 224, Hugh Jackson 227, and Ronnie Shade who missed the cut for today's play with a total of 228 strokes.

Bannerman, the brightest new prospect on the Ryder Cup team, turned in the most astonishing round: nine birdies, six pars, a bogey, a double bogey and a disastrous triple bogey for his 71.

"I had the course in the palm of my hand," Bannerman said in the 14th tee where he stood five under par.

Then Bannerman's wheels fell off. He pushed his drive into a stand of pine trees, could not play it, dropped clear and chipped cautiously into the fairway... and finished with a six.

In fury, he then hit two monumental three-wood shots, disdained more than 200 yards, and birdied the nasty 560-yard par five hole. On the 16th, he again was in need of an axe. He had lost a stroke in the woods, some more in the rough and finally got down for his triple bogey seven.

A fighter above all, Bannerman then birdied the last two difficult holes; the finishing one after striking a full and lowering six iron to within 10ft of the pin.

If Bannerman, at least for a moment, had the course in his hands, others found it lurking in their minds.

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RACING

Mill Reef coasts to victory

by Roger Mortimer

IT WAS Mill Reef first and the rest nowhere in the King George VI and Queen Elizabeth Stakes at Ascot yesterday. Mr Paul Mellon's American-bred colt, who was obviously pulling over his rivals coming to the final bend, when he was lying third to Politico and Ortis in the first mile.

Mill Reef, who was treated the leaders with the haughty nonchalance of a London bus driver passing a request stop, and coasted past him to win by a length from Ortis, who had run a brave race in ground too firm for him, with Acclimatisation third and Stinko fourth.

Irish Ball, winner of the Irish Sweep Race, was a total failure. He was losing his place half a mile from home and eventually finished sixth.

The next major target for Mill Reef, who was given a hero's reception when he entered the enclosure, will be the Prix de l'Arc de Triomphe at Longchamps in October.

He will probably have a preliminary outing before then but it will not be in France. "Do you think Mill Reef is good enough for the Prix de l'Arc?" asked the general of the French Societe d'Encouragement.

Renowned Irish trainer, who is not quite sure if the Arc is good enough for Mill Reef is sometimes described as a little worse than a superior sort of pony, but he is considerably taller than he looks and stands on a better horse than Nijinsky. According to Geoff Lewis, he is improving every time he races. "He is still left with the question of what sort of a horse is Brigadier Gerard who beat him so easily in the 2,000 Guineas."

Next year, thanks to the sponsorship of De Beers, the King George VI and Queen Elizabeth Stakes will be a 2,000 race and it is hoped Mill Reef, who is to remain in training as a four-year-old, will be there to

win it. If, with this added prize money, the race succeeds in attracting top class horses from all over the world, it will be the first of its kind since the English first £100,000 racing prize.

The Queen's filly Albany, ridden by Jimmy Lindley, was beaten into second place in the one mile two hurdles race by a better horse, yearling filly at Chantilly yesterday. The winner by a neck was the Prix de l'Arc runner-up, Cambriza, trained by Dalton Watson and ridden by Australian George Moore's son Garry.

Only these two were in the race, and there is a general touch of that old-fashioned seaside holiday atmosphere so admirably depicted in the lively postcards of the late Mr Donald McGill.

In the £17,000 Sussex Stakes, £14,000 of which is forked out by the Levy Board, Brigadier Gerard will be out both to defend his unbeaten record and to emulate the victory in 1963 of his sire, Queen's Head. He has had his best race since his gruelling battle in the mud at Ascot and is reckoned to be at the top of his form.

The Brigadier, though, has not been detailed for a totally cushy assignment as he will be opposed by King's Company Ashleigh and Joshua. King's Company won the Irish 2,000 Guineas and the Cork and Orrery Stakes at Ascot. The highly rated Ashleigh, Pigott's mount, won the Jersey Stakes at Ascot with ease. Joshua, thoroughly genuine, has made two profitable trips to France this season.

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